

Million days lost in worst strikes month since 1974

More than one million days were lost through strikes last month, Britain's worst record since 1974. The total number of days lost during the first quarter of this year was more than two-thirds for the whole of last year. Most of the strikes reflect frustration over pay policy. News of the strike record will make depressing reading for those seeking to secure a further period of pay restraint. Maintenance engineers at Heathrow, however, yesterday agreed to go back after a 24-day stoppage which is estimated to have cost British Airways £15m.

Most disputes reflect frustration over pay

By David Blake
Economics Correspondent

Days lost through strikes topped the million mark in March for the first time since 1974 as Britain experienced its most troubled month for industrial relations since 1974. With 1,116,000 days lost through disputes during March, the total number of days lost in the first three months of 1977 is 2,331,000—more than two-thirds of the total days lost during the whole of 1976.

The sharp increase in industrial unrest almost certainly reflects growing frustration over the effect of the workings of the current phase of incomes policy, coupled with a determination to put up a mar... for discussions about the r... round.

April is also likely to be a fairly difficult month, with a forecast of more strikes and disputes and the strike at For... Rowland plant. However, the figures will not be affected by the Leyland tool... workers' dispute which occurred in March.

Depressingly for the Government, the industrial picture is not as gloomy as it was in March 1976, when talks were about to begin on what became the present 4% per cent pay policy. During that month only 363,000 days were lost. There were also more people involved in disputes in March this year than at the same time last year, a sign that disputes have become more common.

All of the increase in days lost in March, against the 77,000 lost in February, came through a worsening in the broad category covering metals, engineering, shipbuilding and vehicles. Days lost there went up to 912,000, against 527,000 in February. The sector has been the scene of some particularly protracted battles, of which one

Heathrow engineers' strike ends

By Christopher Thomas
Labour Reporter

British Airways maintenance engineers at Heathrow yesterday agreed to return to work with a partial victory after 24 days of unofficial industrial action. The airline said its net losses were £15m.

The 3,700 men have through-out been confronted with a determined stand by their union, the Amalgamated Union of Engineering Workers, against the stoppage. They were also denied vital support from any of the other 16 or 17 maintenance and engineering workers' unions at Heathrow.

But they have won an apparent commitment from the unions for an early joint claim to management for revised shift patterns, which implies that they will be looking for extra shift premiums of between £6 and £14 a week.

In their battle for separate bargaining rights outside the accepted procedure the men were soundly defeated. However, the five shop stewards who headed the dispute last night decided to return to work with only a few dissenters at a mass meeting in a cinema at Southall, west London. The previous day the AUEW executive had overwhelmingly decided not to recognize the dispute and the

Three young Africans in Soweto shot by police

From Nicholas Ashford
Johannesburg, April 27

Three young Africans were admitted to hospital with gunshot wounds today after police opened fire to disperse thousands of students and schoolchildren in Soweto, the sprawling African township outside Johannesburg. They were protesting against recently announced rent increases.

The police also used tear gas on a number of occasions to break up crowds, but on the whole both police and students appeared to be trying to avoid a repetition of last year's bloody upheavals in Soweto.

One beerhall was set on fire, stones were thrown at the township's council offices, and several vehicles were attacked. But on the whole the damage was slight.

Children began gathering early today at five Soweto high schools—Naledi, Morris Isaacson, Meadowlands, Diepkloof and Orlando—and then planned to march to Ellak stadium for a mass meeting in protest against the rent increases. The marches were organized by the Soweto Students Representative Council (SSRC), the organization behind last year's upheavals, which began as a student protest against the enforced use of Afrikaans as a medium of instruction.

The police had clearly been informed of the students' plans and had taken up positions around the township early this morning. Mr Lekgwa Mathabane, principal of Morris Isaacson school where last year's unrest began, told me that large numbers of police were already assembled outside his school when he arrived there at 7.30 this morning.

According to Mr Mathabane, about 10,000 students were involved in today's protest. About 2,000 of them gathered outside his school where they were addressed by student leaders. They were told to urge

Two-tier scheme for British citizenship

By Peter Evans
Home Affairs Correspondent

New nationality laws, introducing two separate categories of citizenship, suggested by the Government might break the International Convention on Reduction of Statelessness. Mrs Ann Dummer, a technical adviser on the subject, said yesterday.

She was speaking at a press conference on behalf of the Action Group on Immigration and Nationality, formed last year by the Joint Council for the Welfare of Immigrants, the National Council for Civil Liberties and the National Association of Community Relations Councils.

The Government suggests in a Green Paper, published yesterday, that the present citizenship of the United Kingdom and colonies might be replaced with two new categories: British citizenship for those who have close ties with Britain; and British overseas citizenship, for other persons who are now citizens of the United Kingdom and colonies. Only British citizens would have an unqualified right of free entry to the United Kingdom.

Mrs Dummer, adviser to the action group, said many children would be born stateless. The Runnymede Trust, which joined in criticism of the Government suggestions, said British citizenship was suggested for all colonial citizens in

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Sotheby Parke Bernet to go public in the summer

By Ray Maughan
Financial Staff

Sotheby Parke Bernet Group, the fine art auctioneer founded in 1744, will be offering a block of its shares to the public this summer in an issue which should value the company at considerably more than £10m.

The timing of the offer will be dependent on prevailing Stock Exchange conditions but Mr Peter Spira, a financial director, calculated yesterday that June or July will be likely dates when Sotheby has assessed the probable impact of the big July auctions.

An accurate valuation of the share offer price will rely heavily on the forecast of profits of the financial year to end-August, 1977, and, inevitably, comparisons will be made

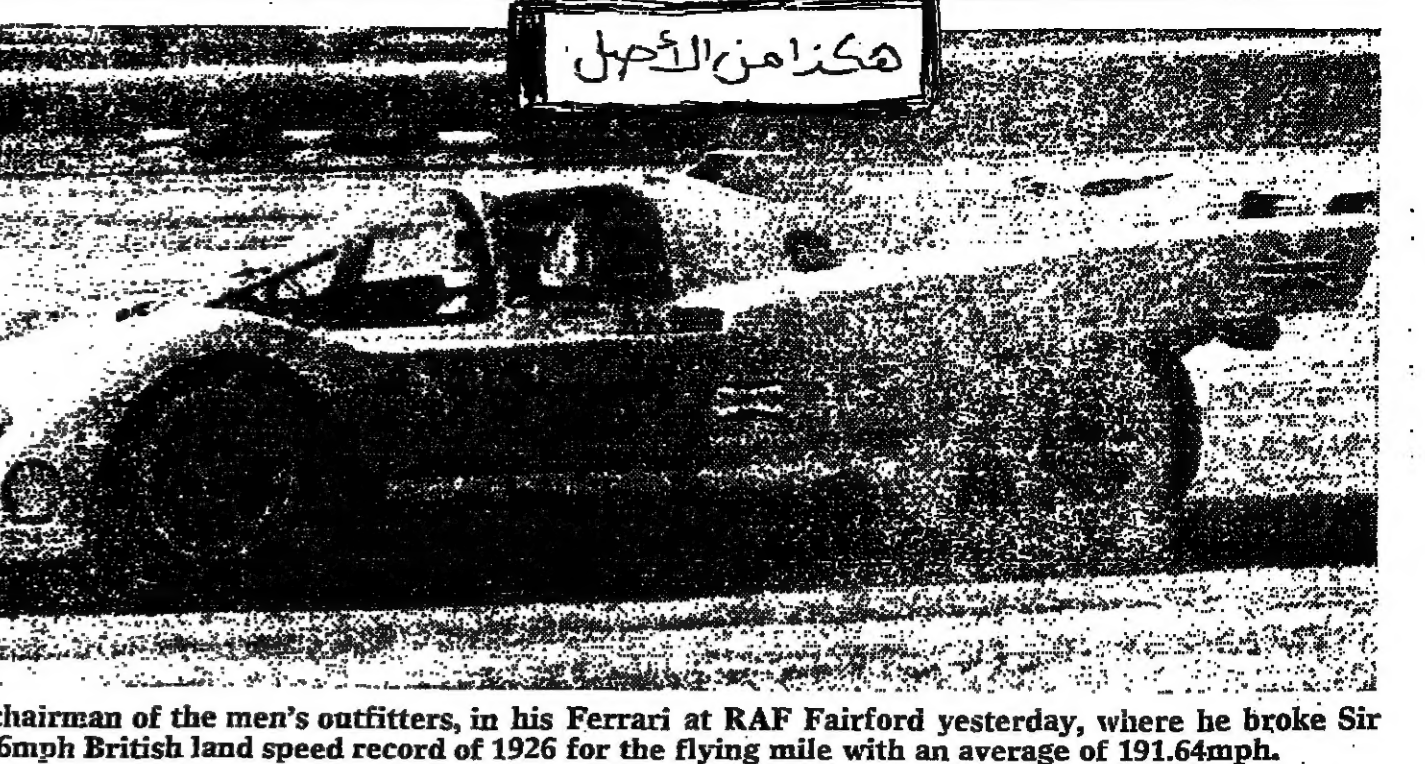
Baader-Meinhof defence plea made in hotel

From Dan van der Vat
 Bonn, April 27

Lawyers representing the three surviving defendants in the Baader-Meinhof terrorism trial in Stuttgart today made their final statements on behalf of the accused in the conference room of a hotel in the city.

This unique and judicially irrelevant procedure should be the last of the extraordinary scenes thrown up by this case in the two years it has been running. The court is expected to deliver its verdict tomorrow.

The defence... have boycotted the last lap of the trial since March 17, when the police authorities admitted having bugged conversations between them and their clients.



Mr Robert Horne, joint chairman of the men's outfitters, in his Ferrari at RAF Fairford yesterday, where he broke Sir Malcolm Campbell's 170.6mph British land speed record of 1926 for the flying mile with an average of 191.64mph.

Whitehall under scrutiny after errors in spending estimates

By Peter Hennessy

A management team from the Civil Service Department has begun an examination of the Home Office finance division after an investigation by the Commons Select Committee of Public Accounts which criticized "a chapter of accidents" in its control of public expenditure.

The Home Office has applied to Parliament for seven excess votes in the past two years because of errors in its spending estimates. In his evidence to the committee Sir Arthur Peterson, permanent secretary and accounting officer, admitted he had "been very much concerned about the effectiveness of our financial organization".

The largest excess vote in the financial year 1975-76 arose in Home Office administration of justice and legal services and amounted to £4,193,389. Of that figure £2,400,000 was incurred by "human error" on the part

£70m tankers deal for Belfast shipbuilders

Harland & Wolff, the state-owned Belfast shipyard, has won an order worth between £50m and £70m for two liquefied petroleum gas carriers. It is the first new order for the yard since 1974 and will provide jobs for 2,000 workers at a time when the yard is running out of work. The carriers have been ordered by a leasing company

Secret plans on Ulster strike

The Government has drawn up secret plans to cope with the protest action threatened by Protestant extremists in Northern Ireland next week. The Ulster Unionist group at Westminster threatened the Rev Ian Paisley with expulsion if he continues to take part in organizing the Ulster strike

Living standards cause complaint

Dissatisfaction over material living standards has increased greatly in the past four years, and support for an incomes policy has fallen, a public opinion survey shows. The working classes are more likely than the middle classes to feel that they need more money. Page 4

Railway worker gets job back

A British Rail employee who was dismissed because he refused to join the Transport Salaried Staffs' Association on religious grounds has been reinstated by an industrial tribunal. Page 4

Hughes killing was justified

A verdict of justifiable homicide was returned at an inquest at Chesterfield, Derbyshire, on William Thomas Hughes, who was shot by police officers. Hughes killed four people after escaping from custody while on remand. Page 4

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Cut in income tax may come before pay deal

By David Blake

Slow progress in getting agreement on new pay restraints is gradually edging the Government towards a position where it will have to grant the "conditional" cut in the standard rate of income tax to 33 per cent before getting a firm deal with the unions.

It may find a solution to its difficulty by allowing the cut in the tax rate and offering an additional tax cut later in the year, perhaps in the autumn, to give itself a bargaining counter.

The main trouble facing the Government is that the time-tables of Parliament and the TUC have got out of phase. In order to insert the necessary amendments to the Finance Bill into the report stage the Government will have to work them in by early July under the normal procedure, whereas there seems little prospect of getting the unions to reach a firm agreement by then.

However, the Government has that it will have made enough progress towards getting the concept of a deal accepted to be able to justify the tax concessions while maintaining that it has not climbed down from its earlier "conditional" stance.

TUC ready to talk, page 2

Why Mr Hetherington resigned from Beaverbrook

By Sheila Black

Further facts have come to light in the story of the short-lived dismissal of Mr Jocelyn Stevens from the board and the job of chief executive of Beaverbrook Newspapers.

It began on March 26, when Mr Maxwell Aitken, who was appointed managing director of Beaverbrook last Friday, saw his father, Sir Max Aitken, chairman of the group. Mr Aitken then sought out and met Mr Peter Hetherington, joint deputy chairman of Beaverbrook.

Mr Aitken said he did not think that Mr Stevens should continue as chief executive and added, in response to a query from Mr Hetherington, that Mr Aitken himself should run the group.

On March 29 Sir Max Aitken said for Mr Hetherington and afterwards held meetings with other directors and advisers to the Beaverbrook group. He eventually decided on a new management structure that would involve two joint managing directors, one of them his son, to be directly responsible to himself. Sir Max told Mr Aitken, Mr A. N. Dyer, another Beaverbrook director, and Mr Hetherington to ask Mr Stevens for his resignation.

On April 5 the three directors, as instructed by Sir Max, met Mr Stevens shortly after his return from holiday. Mr Stevens insisted on dismissal by the full board and asked for reasons for such action.

Mr Hetherington, who is no longer a director, was not present.

Continued on page 2, col 3

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Page 10

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HOME NEWS

Big increase in dissatisfaction and declining support for pay restraint shown in survey

By Neville Hodgkinson
Social Policy Correspondent

Public support for an income policy has greatly declined in Britain, but there has been a revolution of falling expectations over pay, according to the results of a national survey published in *New Society* today.

The magazine commissioned Opinion Research Centre to question the British on their attitudes to money and work. The poll was based on a representative quota sample of 1,081 adults, interviewed throughout the country last month. The results were compared with those of a similar survey carried out in 1973.

An article written by Mr Thomas Forester interprets the outcome as indicating that the British are "remarkably unambitious in a material sense".

"Very few sincerely want to

be rich", it says. "Most people in Britain neither want nor expect a great deal more money. Even if they could get it, the vast majority do not seem prepared to work harder for it."

People were asked: "How much extra money, if any, would you say you and members of your household need to come in each week in order to live without money worries?"

The number saying that they do not need any more has nearly halved, from 32 per cent in 1973 to 17 per cent now. But when the 1977 cash demands are converted to 1973 prices, it appears that most people are now asking for less money. The proportion asking for £20 or more a week, in 1973 terms, has halved.

Young people are materially more ambitious than the old. Working-class respondents were less likely than the middle class to say that they did not need any more money. But whereas most unskilled manual workers tended to ask for only a little more, more than half the skilled manual workers said they needed an extra £15 a week or more. Nearly a third of professional and managerial people said they did not need any more; but the rest tended to want a lot more.

The Scots were the most likely of the regional groups to say they needed more money, and they also stood out from the rest in being optimistic about getting it.

Most people tended to put Britain itself lower on the scale of material standards than their own position. "Respondents seem to be saying that the country is going to the dogs, but they themselves are not doing too badly", the magazine says.

Roughly equal numbers think that income policy will or will not make Britain a fairer place to live in, and about a quarter say that they do not know. These compare with three fifths for, and just over a fifth against, four years ago.

Expectations have fallen; and those feeling that they deserve to enjoy the top level of material satisfaction have fallen from nearly a half to a quarter.

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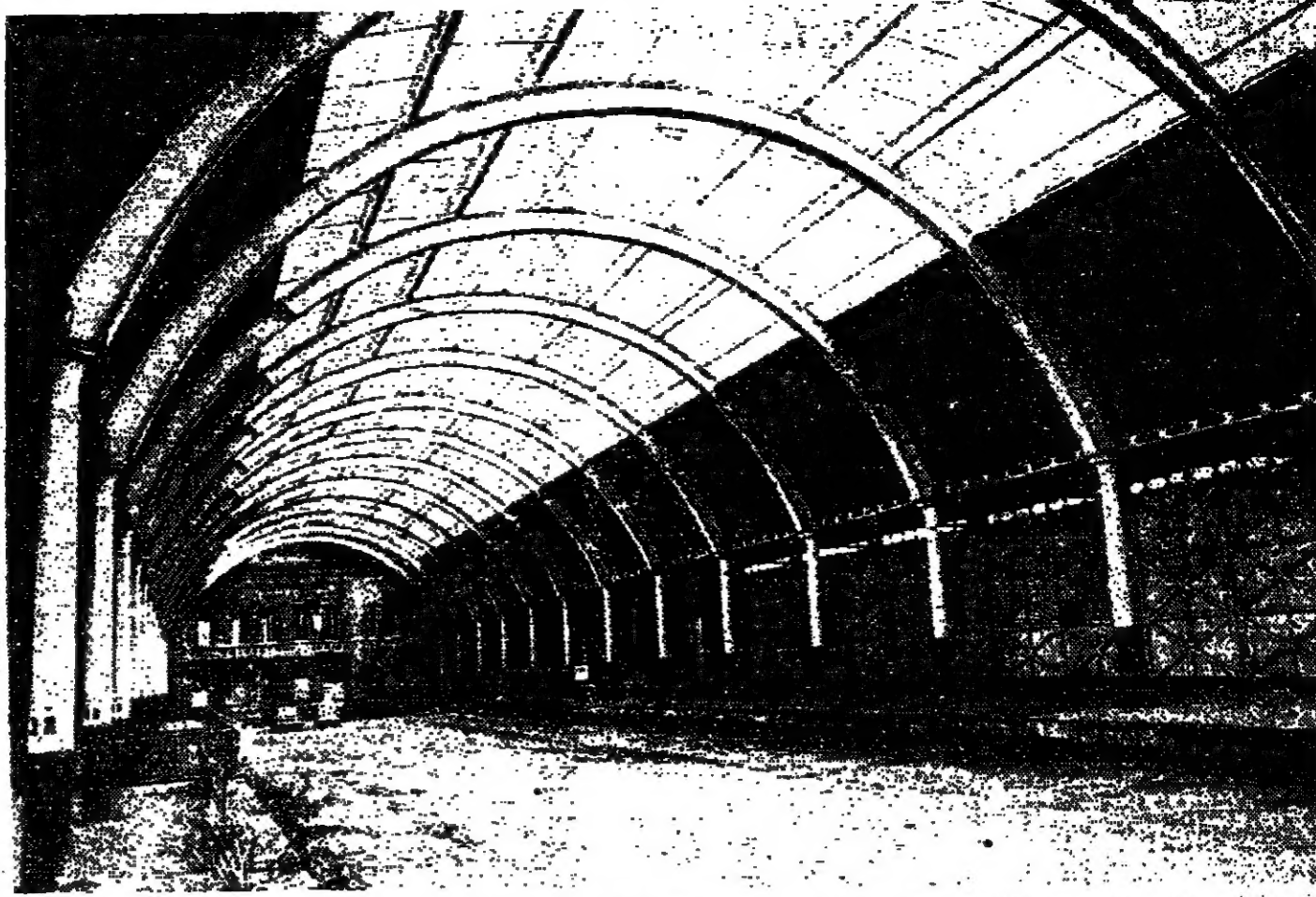
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Terminus's future: The future of Green Park station at Bath (above), a grade-two listed Victorian railway terminus, which went out of use in 1966, may be clarified today (Michael Horsnell writes). The Historic Buildings Council will decide

whether to recommend that a public inquiry should be set up to consider a request by the city council, which owns the station, to demolish the train shed. Major Anthony Crombie, a trustee of the Bath Preservation Trust, which is fighting

the council's proposal, said yesterday: "Demolition of the shed would impair the architectural merit of the station and put the entrance hall at risk of demolition. The value of the building is in its completeness."

Poor are penalized by the tax system, book says

Tax has become an engine of poverty in Britain, according to a book published today. The first principle that the poor should be exempt has been sacrificed to political expediency and the need for extra revenue, so that people now start paying tax even when their earnings are below the official poverty line.

The authors argue that root-and-branch reform of the tax system is needed, and that personal allowances should be replaced with a specific exemption limit.

Those earning less than the limit would pay no tax, and the limit would be withdrawn gradually as incomes rose. On £1,000, for example, a single person would qualify for full exemption, but the exemption would fall to £333 a year on £3,000, and there would be no exemption above £4,000.

The starting rate of taxation would be 10 per cent, rising in steps of 10 per cent on each £1,000 of income to a suggested maximum of 75 per cent.

At the rates proposed, the authors say, the single person on the average wage would be no worse off, while those below average would be better off.

Those with earnings above average would be worse off, but the authors say the changes would do no more than bring relative tax liabilities closer to what they used to be.

It suggests that changes in attitudes to unequal rewards in society are necessary. "Tax reform must go hand in hand with social and economic changes designed to achieve a fair distribution of national resources."

To Him Who Hath: A Study of Poverty and Taxation (Frank Field, Molly Meecher and Christopher Ford; Penguin Books, £1).

New birth pill proposed for safety

Hundreds of thousands of women taking the contraceptive pill are likely to be put on the new and it is hoped, safer, low-dose varieties in the coming months, thanks to a recent decision by the Family Planning Association.

The association has decided no longer to recommend doctors to prescribe the higher-dose contraceptive pills containing 50 micrograms of oestrogen, which are taken by most women.

Although the latter will still be approved by the association it is to tell doctors that the newer low-dose varieties containing 30 mg of oestrogen are to be preferred. Experience with the 30mg

pills in the four years they have been on the market has shown that they are as effective as the older type in stopping pregnancy. But medical experts believe, although they cannot yet prove it, that the 30mg pills will prove safer, carrying a lesser risk of fatal thromboses (blood clots) and other complications.

The decision was taken recently by the association's medical advisory panel, which includes many of Britain's leading experts on the pill.

The recommendation has no official backing, but the association's list of "preferred" products carries great weight with doctors and the drug industry.

At present 57 per cent (about 1,800,000) of Britain's 3,200,000 women taking the pill use the higher-dose varieties. Many of them are now likely to be transferred to the 30mg brands when their prescriptions come up for renewal.

The association emphasized yesterday that women on the 50mg pills have no cause for alarm.

The higher dose 50mg pill became the norm after 1969 when the Committee on Safety of Drugs advised that pills with more than that amount of oestrogen should be prescribed only in special cases because of the risk of thrombosis.

Yesterday's decision is likely to make the 30mg pill the norm.

Pigeon post plan for blood tests

A plan to use pigeons to carry blood samples for urgent analysis has been devised by Mrs Hilary Sanders, a work study officer with the South Western Regional Health Authority at Plymouth.

A specimen of blood will be carried soon by a pathfinder pigeon on a test flight from Devonport Hospital, Plymouth, to the central haematology and pathology laboratories, two miles away.

A report by Mrs Sanders, accepted in principle by the Plymouth health district, has considered the capital costs of 12 birds, a loft costing £220, and £50 a year for feed.

Part of a specimen needing urgent analysis would be attached to a pigeon and released. When it entered the laboratory loft it would break a photo-electric cell to alert technicians. Devonport staff would telephone to the laboratory to say that a specimen was in the air. If it should not arrive, or was damaged, another pigeon would be launched with the retained portion of the specimen.

Mrs Sanders looked into the cost of using taxis for carrying specimens between hospitals and found that the district's bill was £25,000 a year, including £4,000 for Devonport Hospital. She predicts a saving of £1,000 a year for the hospital; the whole amount would not be saved because the birds would not fly in poor visibility.

A taxi takes 12 minutes to get to Devonport Hospital and another 10 minutes to get to the laboratory. A pigeon is expected to take less than five minutes.

Dr Keith Lucas, director of the film institute, said: "The intention is to make available to London film facilities and resources, presently only to be found in the London area. I hope we shall be able to look at other developments sympathetically, possibly in the area of film production."

There will be provision at Bristol for a lecture and discussion programme, film screenings, and, eventually, a film workshop and individual viewing facilities for film study.

Public help refused

A request for £25,000 from public funds by Friends of the Earth, the conservation group, to put its case at the Windscale inquiry in June was refused by Mr Wedgwood Benn, Secretary of State for Energy, yesterday.

Closed-shop dismissal overruled by tribunal

From Our Correspondent
Leicester

Mr Arthur Lloyd, aged 54, who was dismissed by British Rail last June when he refused to join a union, has been given his job back by an industrial tribunal.

The tribunal at Leicester, ordered British Rail to reinstate Mr Lloyd, who refused to join the Transport and General Workers' Association because he is a member of the Plymouth Brethren; a sect that forbids union membership.

For nearly two years the unions have been operating a closed shop in British Rail. Mr Lloyd, of Loughborough, said: "I have been a member of the brethren all my life, and I realize it must be embarrassing for the union but I must stand firm with my religious convictions."

"Although the union may be angry I am going back to work as soon as I can and I will carry on as normal. I do not think my workmates will give me the cold shoulder." He has been with British Rail for 27 years and works in the divisional manager's office in Nottingham.

The union called for Mr Lloyd's dismissal after he had refused to join it. The local branch said yesterday: "He will be the only non-union member among a 700 clerical workers, although we are operating a closed shop."

Grant provides Bristol with a film centre

By Kenneth Gosling

A significant development in the wider use of the British Film Institute's resources was announced yesterday with the creation at Bristol of the primary phase of what is claimed to be the first film centre outside London.

It was made possible by a capital grant from the film institute of £31,750 and a contribution to the running costs for 1977-78 of £15,000. They enabled the film operations of the Bristol Arts Centre and the Arrolfini Cinema to merge.

The immediate effect will be to avoid all the programme duplication of previous years and allow greater public access to a wider variety of films.

Similar film developments may be provided in Birmingham, Manchester, Newcastle upon Tyne, Norwich, Edinburgh and possibly in Cardiff and Liverpool.

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Employment Protection Act. These important provisions are now in force.

On 6 April three further important provisions of the Employment Protection Act came into force.

These are Maternity Pay, Itemised Pay Statements and Time off for Public Duties.

Maternity Pay

Since 1 June 1976 a working woman expecting a baby has possessed two rights under the Act - protection against dismissal because of pregnancy, and the right to return to her job once the baby is born.

The new provision gives her a third right. She is entitled to claim maternity pay from her employer for the first six weeks of her absence because of pregnancy, provided that:-

- she is employed full-time or part-time for at least 16 hours a week;
- she has worked for her employer for at least two years and continues doing so up to the eleventh week before the baby is due.

Part-time employees who work between 8 and 16 hours a week may also qualify for Maternity Pay when they have been with the same employer for 5 years.

Employers can recover the amount of maternity pay specified in the Act from the Maternity Pay Fund.

Itemised Pay Statements

All employees, with certain exceptions detailed in leaflet number 8, are now entitled to itemised pay statements. Details of the gross and net amount of

Maternity Pay

Expecting mother

8

Itemised Pay Statement

12

Time off for public duties

12

Time off for public duties

12

Time off for public duties

12

Time off for public duties

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Time off for public duties

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Time off for public duties

12

wage or salary must be given, together with the amount of fixed and variable deductions and the purposes for which they are made.

Time off for Public Duties

Employees who hold certain public positions should be permitted reasonable time off to carry out their relevant duties, but the employer is not obliged to pay for this time off. This provision applies to employees who are Justices of the Peace; members of managing or governing boards of specified educational establishments; members of statutory tribunals, and members of local

authorities, regional or area health authorities and water authorities. Leaflet number 12 gives details of this provision together with a list of certain groups of employees who are excluded.

The introduction of these three important provisions means that practically the whole of the Employment Protection Act is now in force.

Leaflets giving details of individual provisions are available from your nearest Employment Office, Jobcentre or Unemployment Benefit Office.

The Employment Protection Act aims to create a climate in which employers and employees can work more closely together, and so make British industry and commerce more productive.

Three men are ordered to forfeit £25,000

Three men were each ordered to forfeit £25,000 at Highbury Magistrates' Court, London, yesterday when it was stated that a man facing charges under the Exchange Control Act was still in Switzerland and had failed to appear.

Chaskei Rand, a property consultant, of Queen Elizabeth Walk; Simon Tessier, an accountant, of Portland Avenue; and Milton Grosse, a property manager, of Gilder Crescent, all Stoke Newington, had each entered into the £25,000 recognizance at Bow Street Magistrates' Court on February 11 for the appearance of Mr Rand's cousin, Chaskei Rand, aged 58, a commercial director, of King's Cross Road, to appear at Highbury Magistrates' Court on Tuesday.

Counsel for Mr Rand, the surety, said his client had received a telegram from the missing man in Switzerland on Monday, saying that he had flown there because his wife was ill. The surety had told the police and asked to be stood down.

Mr Tessier said he first knew of Mr Rand's disappearance when he was told by the surety on Monday afternoon. He suggested that the police should be told immediately.

Mr Grosse said he hardly knew the defendant but had been persuaded by the latter's cousin to stand as surety. Mr Grosse and Mr Tessier were given three months to raise the money and Mr Rand was given 28 days.

An all-male jury returned a unanimous verdict of justifiable homicide on Hughes, who had been on remand at Leicester Prison until he escaped from custody. They also decided that Richard Moran, aged 36, Sarah Bridger Moran, aged 10, and Mrs Moran's parents, Arthur Minton, aged 72, and Amy Minton, aged 70, had been murdered by Hughes.

After returning the verdicts, Mr Clifford Gladwin, foreman of the jury, said he hoped

Fare bilkers cost Merseyside dear

From Robert Parker
Liverpool

A survey by the Merseyside Passenger Transport Executive shows that about a tenth of its revenue from bus fares is being lost each year because of the number of passengers who underpay.

The survey suggests that about £2.5m a year is being lost, and the executive is seeking powers through Parliament to impose what amounts to on-the-spot fines of up to £1 for underpaying passengers. In a survey last year it was estimated that about £2m was being lost. The bus revenue totals £21.5m.

Merseyside's attempts to get these powers are being watched

with great interest by other passenger transport undertakings all over the country. It is likely that if the powers are granted to Merseyside many other areas will follow suit.

Some places, such as Cardiff, are imposing the sort of on-the-spot fines or "control fares" that the Merseyside executive is seeking. But the legality of these fines, which in the case of Cardiff are only maximum 30p, is being questioned. It is hoped that the Merseyside Passenger Transport Bill, if successful, will establish the right of the authorities to make on-the-spot fines.

The Merseyside executive says that "control fares" would act as a strong enough deterrent greatly to reduce the present rate of underpaying. Merseyside is particularly vulnerable to underpaying because 34 per cent of its buses are one-man operated, and as a result it is difficult to check fares against journeys.

There is little deterrent, the Merseyside executive says, because if anyone is caught underpaying the excess fare he has to pay is the same as he would have paid.

Merseyside has already faced opposition to its plans from several Labour MPs. There have also been difficulties raised by the Home Office and the Department of Transport. But if the Bill becomes law then underpaying passengers can expect to be fined on the spot not only in Merseyside but in many other parts of the country.

Police shot Hughes 'to save woman hostage'

From Arthur Osman
Chesterfield

The two police officers who shot William Thomas Hughes, aged 34, who killed four members of a family at Eastmoor, Derbyshire, in January, said at an inquest at Chesterfield yesterday that they did so to save the life of his hostage, Mrs Gill Moran.

Supt Peter Howse, recently promoted from chief inspector, who was praised for his gallantry in trying to persuade Hughes to give up, said: "She would not have been alive today if we had not taken the course we did."

An all-male jury returned a unanimous verdict of justifiable homicide on Hughes, who had been on remand at Leicester Prison until he escaped from custody. They also decided that Richard Moran, aged 36, Sarah Bridger Moran, aged 10, and Mrs Moran's parents, Arthur Minton, aged 72, and Amy Minton, aged 70, had been murdered by Hughes.

After returning the verdicts, Mr Clifford Gladwin, foreman of the jury, said he hoped

their sympathy would help to sustain Mrs Moran, who was not present at the inquest. The jury also hoped that Mr Howse, now a superintendent on attachment to the Home Office research branch, would be considered for a commendation.

Detective Superintendent Peter Thomas described the police search, culminating in Hughes's death. He said that after the police car Hughes had forced two officers to hand over had crashed; there was a shot and he leapt forward and grappled with Hughes through the broken window, putting his arm across to protect Mrs Moran. "Hughes was in a state of frenzy and completely berserk was grappling and trying to get the axe he had. There were more shots and he stiffened and shuddered and fell across Mrs Moran."

Inspector Frank Pell said that when Hughes continued attacking Mrs Moran he fired three shots and Detective Constable Alan Nicholls fired one. Hughes collapsed.

Freedom for wife who killed 'tyrannical' man

Mrs Mabel Bangert, who killed her husband by stabbing him repeatedly in the back as he went to attack their crippled son, left Preston Crown Court, Lancashire, yesterday after receiving a two-year jail sentence, suspended for two years, for manslaughter.

Mr Justice Milmo told her: "You have lived your life with a tyrannical, violent and cruel husband. Your provocation was as severe as any I have come across."

Mrs Bangert, aged 50, killed Hugh Bangert, aged 52, with whom she had lived for 30 years, when he picked up a hammer to smash their paralysed son, aged 29, in his wheelchair, the court was told.

She dragged her husband to their van and drove to a beauty spot, where she concealed his body beneath the grass and bracken near her home, Mr David Waddington, QC, for the prosecution, said. A teacher at the school where she worked found the body.

Mrs Bangert, of Coniseton Road, Lancaster, confessed and showed the police fragments when she had thrown the knife into the river Lune.

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HOME NEWS

By-election trends make Grimsby seem vulnerable, but Labour likely to retain Ashfield

By David Wood
Political Editor

Labour leaders and party managers have to prepare themselves for the probability that in today's by-election they will lose Grimsby, a constituency they won from the Conservatives in 1945 and have held ever since. They can fairly confidently hope to blur the public impression of a government in decline by holding on to their seat in the Nottinghamshire mining and textile constituency of Ashfield.

Grimsby, vacant by the death of Mr Anthony Crosland, the former Foreign Secretary, must be regarded as vulnerable if the recent by-election swings between the two main parties prevail. A two-party swing of less than 8 per cent would give

the seat to the Conservatives, and it has to be remembered that Mr Crosland took over Grimsby as a "marginal" and turned it into a reasonably comfortable Labour majority.

Mr Austin Mitchell, a television programme presenter for Yorkshire Television, is a familiar image in Grimsby homes, but he may scarcely yet be reckoned a match for his predecessor as a Labour standard bearer. Nor may he be reckoned a match for the Conservative candidate as an authority on the fishing industry, for Mr Robert Blair has spent a lifetime in the local freezing business.

In Ashfield, a constituency remarkable for the steadiness of its voting, Labour's defeat is barely credible. It is one of Labour's safest mining

seats, and a two-party swing of nearly 22 per cent would be necessary for a Conservative triumph.

There may be a local sense of grievance that the former Labour MP, Mr David Marquand, preferred to join Mr Roy Jenkins in Brussels rather than to serve a party that had given him a seat safe for a lifetime, but it will not weigh much now that it has one of its own country councillors, Mr Michael Cowan, to fill the vacancy.

General election: Grimsby: C. A. R. Crosland (Lab) 21,637; K. C. Brown (C) 14,675; D. M. Rigby (L) 9,487; J. McElrea (Ind Dem Lab) 166. Lab majority, 6,962. Ashfield: D. I. Marquand (Lab) 35,367; R. N. Kemm (C) 12,452; H. C. Flint (L) 7,959. Lab majority, 22,915.



Lord Mountbatten's career: Admiral of the Fleet Lord Mountbatten of Burma, the Duke of Edinburgh's uncle, was the subject of *This Is Your Life*, the commercial television programme, last night. It lasted an hour. Lord Mountbatten, who is 76,

reviewed his eventful and distinguished career, guided by Eamonn Andrews, the compere. He is seen above with Mr Jackie Coogan, the actor (centre) and Mr Andrews.

Lord Mountbatten met four members of the crew of HMS Kelly, which he commanded and which was torpedoed during the Second World War. Friends from show business who greeted him include Dame Vera Lynn, the singer, and Mr Danny Kaye, the actor.

In brief

Actor to pursue appeal to Lords

Mr Marius Goring, the actor, said yesterday that he was going ahead with his appeal to the House of Lords against a Court of Appeal decision about the way Equity, the actors' union, can alter its rules. After its meeting on Monday the union's council instructed Mr Goring to withdraw his personal appeal. He said he did not accept that it had the right to instruct him in that way.

Decree against banker

Mrs Rosemary de Laszlo, former wife of Group Captain Peter Townsend, was granted a decree nisi in the Divorce Court yesterday against her husband, John, a banker. The suit was not contested.

Bail for demonstrators

Twenty-six people were remanded on bail by magistrates in London yesterday on charges arising out of a National Front march in Wood Green, on Saturday.

Influenza kills 24

Twenty-four patients have died from influenza in the past three weeks in geriatric wards at St Michael's Hospital, Aylsham, Norfolk.

Prison attack

A prisoner from Wormwood Scrubs, London, was taken to hospital yesterday after an attack, believed to be with a razor, by another prisoner.

Commonwealth stamp

A 13p stamp will be issued to mark the Commonwealth conference in London in June.

The local elections 8: Challenge by Tories in West Yorkshire

Labour defends record

By Ronald Kershaw

In West Yorkshire Labour at present holds 49 of the 88 seats available. The Conservatives have 25, the Liberals 10, independents two, and there are two vacancies, both formerly held by Labour.

Bearing in mind national trends towards the right, the Conservatives are convinced that there will be a 10 to 11 per cent swing in their favour among the 1,500,000 voters. That, they say, will be sufficient to wrest control from Labour.

Labour is prepared to stand by its record during the three years since 1974. Tight control over spending, it maintains, has produced one of the lowest rates of inflation in the country, and the nation's big metropolitan areas. Over the past 10 years, it is pointed out, county rates have risen by less than a tenth while prices have risen by a quarter.

Mr Tom Batty, leader of the Conservative group on the county council, is quick to scold that Labour is falling in terms of the past two years and to emphasize that in the three years since 1974, although the level of services provided by the county council has been forecast, rates have increased by a third and have become an intolerable burden to some people.

Many tenants, he says, are paying more in rates than in rent. "This is the price we pay for socialist rule."

A highly charged subject is the allowance paid to county councillors for attending meetings. Mr Batty says that during the past three years Labour has shown a tendency to work towards full-time councillors. Many of them, he says, seem to have no difficulty in getting time off to attend meetings.

All that will change if the Conservatives take control. Their plan is to change the committee structure. There are at present 10 standing committees, each with a Labour Party advisory subcommittee. The Tory aim is to halve the stand-

ing committees and eliminate subcommittees.

The Liberals' appeal is to common sense. They advocate administration of the county through devolved government, with elected regional authorities to replace county councils.

They deplore increasing central government interference in day-to-day local matters. Whether such a line will attract votes is debatable.

There are 53 Liberal nominations for the 88 seats. Predictably, Conservatives and Labour both have 88 candidates. There are four independents.

Among the 75 "others", Leeds and Bradford, as might now be expected, have produced a crop of National Front candidates. By way of a change there is a "British National Party White Power Candidate" in the Leeds number ten area, and in Wakefield number two area, believe it or not, a Democratic peaceful anarchist. A sprinkling of ratepayers' candidates make up the nominations.

Local issues are in the forefront of Labour's election plans. It sees as priorities jobs and economic growth, improved transport services, a strong voice for West Yorkshire in Britain and Europe, a stronger consumer advice service, better policing, an end to dereliction and the extension of town and country recreation among other things.

The Conservatives are cashing in on national shortcomings by the Labour Government on prices, jobs, taxes and the like. At the same time they promise most of the local improvements contained in the Labour Party manifesto.

The Liberal approach to local improvements could well have been taken from the master copy used by the other two.

As everybody appears to be offering almost the same advantages, if elected, it rather looks as though personalities may predominate in West Yorkshire.

Next: West Midlands

Police inquiry into finances of a council

A senior detective last night was investigating the financial affairs of Rotherham Borough Council, South Yorkshire, a month after the deputy financial director had been jailed for obtaining more than £58,000 by deception from the council.

The investigation may involve huge sums, although it is not clear at this stage how much is attributable to mismanagement and how much might lead to criminal charges.

The investigation was ordered by Mr Stanley Barratt, Chief Constable of South Yorkshire, who called in a detective chief superintendent from the Greater Manchester force.

Last month Michael Alderton, aged 32, the council's deputy financial director, was jailed at Sheffield Crown Court for 18 months after admitting eight charges of obtaining by deception £58,829 of council money.

The figures are understood to centre on the council's financial affairs which were criticized recently in a district auditor's report, which also suggested that the expense claims of certain Rotherham councillors were the highest in the country.

Runway repairs may lead to airport closure

From a Staff Reporter

Manchester airport, which, with nearly three million passengers a year, is one of Britain's biggest outside London, will close for about two months in the autumn if a recommendation to the authority that runs it is accepted at a meeting tomorrow.

Night flights would have to be discontinued for five months. The airport is run by Greater Manchester County Council and Manchester City Council.

The closure is suggested because the main runway needs extensive repairs and lengthening.

The runway, laid hurriedly during the war, is starting to break up under increasing use by heavier aircraft. Its foundations are unsuitable, drainage needs to be improved and levelling is needed near the touchdown point to facilitate automatic landings.

A second runway, which has been under discussion, is nowhere near being started and will probably be delayed because of the repairs. The plan, however, remains.

Former Haw Par chief's plea against extradition

Mr Richard Charles Tarling, former chairman of Haw Par Brothers International, who is facing extradition to Singapore on 15 charges concerning the Haw Par group, had committed no offence under Singapore law, Mr Andrew Bateson, QC, submitted in the High Court yesterday.

Mr Bateson, for the defence of Mr Tarling, who is on bail pending his appeal against extradition, argued that four of the charges preferred against Mr Tarling under Singapore law "would not even have got past the door of the Director of Public Prosecutions" in England.

Mr Tarling and other directors of the Haw Par group wanted to line their pockets they could have been extremely rich. Instead, they had set up a unit trust to prevent that from happening.

Mr Tarling is applying to the Queen's Bench Divisional Court for a writ of habeas corpus to quash the extradition order made by the Chief Metropolitan Magistrate in January under the Fugitive Offenders Act, 1967.

The court has refused the Singapore Government leave to apply for an order quashing the chief magistrate's refusal to order the extradition of Mr James Slater, the financier, on four charges concerning the affairs of Haw Par.

Mr Bateson told Lord Justice Shaw, Mr Justice Nield and Mr Justice Stocker that four of the charges against Mr Tarling were identical with those preferred against Mr Slater. They alleged a conspiracy to commit a criminal breach of trust and a conspiracy to cheat and defraud.

The hearing continues today.

Reform of nuclear controls urged

By Our Science Editor

The reform of international controls on nuclear power is proposed in a paper published today by Dr Brian Johnson, of the International Institute for Environment and Development.

The paper is a prelude to a series of international meetings on the subject. The first is a private meeting in London starting today of the nuclear suppliers' group which includes government and industrial representatives of the United States, Britain, France, Germany, Russia, Japan and other countries. They will con-

sider President Carter's proposals to curtail the further spread through commercial programmes of plutonium, which could be turned to destructive use.

The second conference, on a non-nuclear future, starts tomorrow in Salzburg at which Dr Johnson, Dr Robert Pollard, who resigned as project manager with the United States Nuclear Regulatory Commission, and other scientists, engineers and environmental specialists will examine the risks of nuclear proliferation, radioactive waste disposal and

the prospects for other energy sources.

This meeting will lead to a much larger conference starting on Monday in Salzburg on nuclear fuel reprocessing.

In his analysis, *Whose power to choose?* Dr Johnson says there is no prospect that nuclear power as an energy source might soon be abandoned. The question is how great the nuclear commitment should be.

He identifies the main difficulty of safeguards as unaccounted-for material.

Fall in O-level standards not proved, report says

By a Staff Reporter

There is evidence of an apparent decline in standards of CSE and O-level candidates between 1968 and 1973, according to a Schools Council research study, published today. But it emphasizes that a decline can by no means be deemed proved on the basis of one study, in which many assumptions have had to be made.

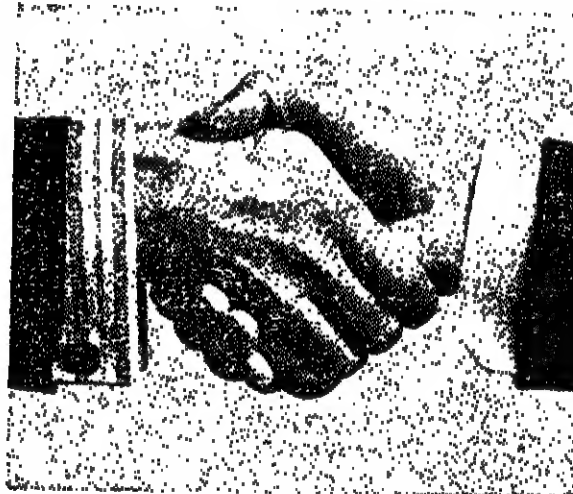
Major factors were involved in the comparability study of CSE and O-level grading stan-

dards, for which data were not available, Dr Alan Willmott, the author, points out.

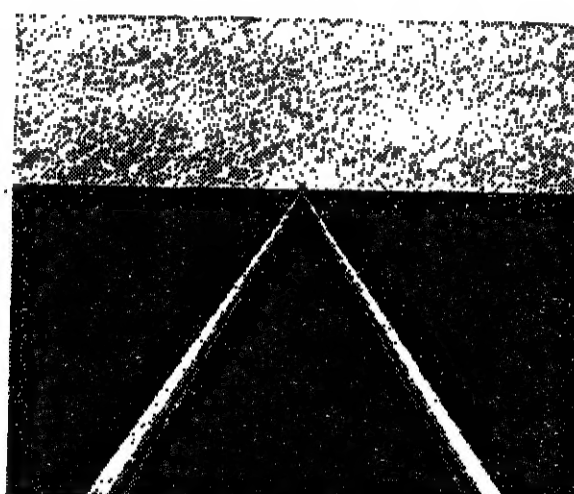
Nor was it known to what extent the varied procedures adopted in different schools for deciding which pupils should be entered for which subjects may have influenced achievement statistics.

CSE and O-level Grading Standards: the 1973 Comparability Study (Dr Alan Willmott, Schools Council Research Studies series; Macmillan Education, £2.95).

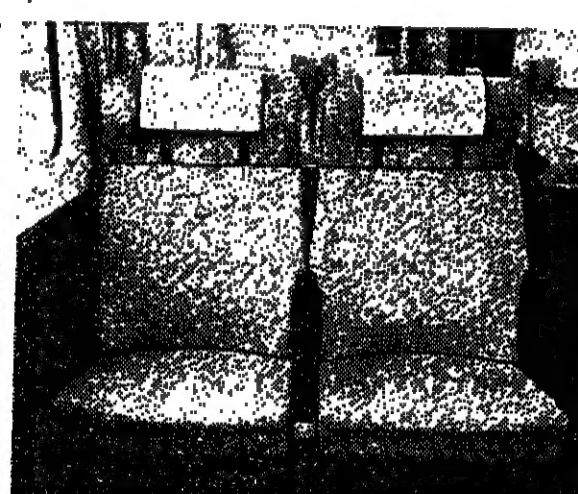
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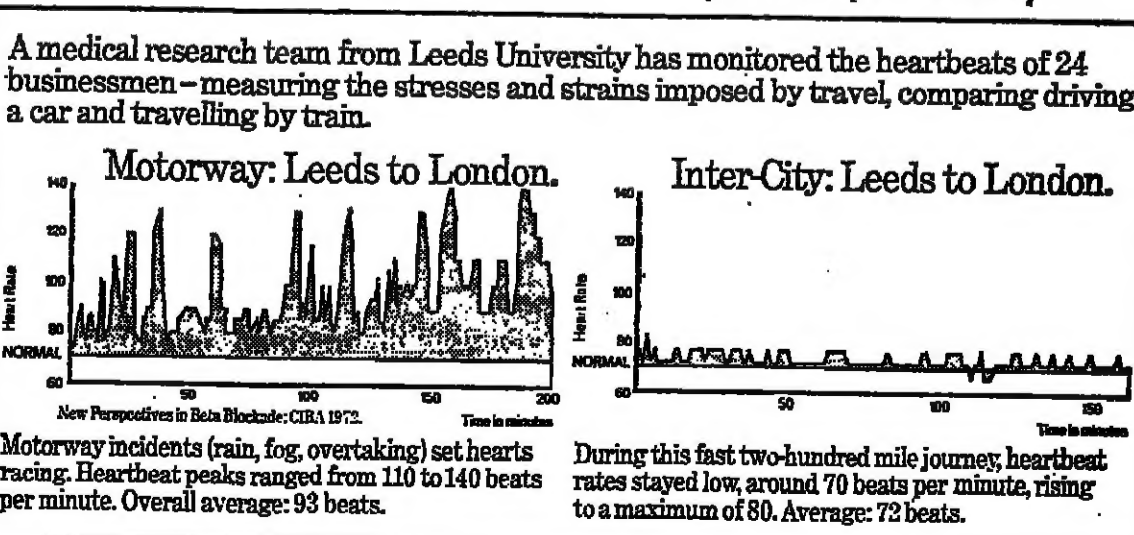
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Danish daily delivered with police escort

From Geoffrey Dodd
Copenhagen, April 27

A police escort was needed early today to enable copies of the Danish national daily *Berlingske Tidende* to be transported from the printing works. It was the third attempt by striking printers and their supporters to prevent distribution of the newspaper since production started with non-union labour on Monday after almost three months of non-publication.

On Tuesday morning several policemen and demonstrators were injured in scuffles. Today's demonstration was quite peaceful. During the long wait, showers and a sharp wind cooled the pickets; and many of the demonstrators had gone home before police arrived to clear the streets and escort delivery lorries out of the building at 7 am.

By producing a half-sized 16-page newspaper in the normal run of 150,000 copies without the use of union printers, the management has concluded that it does not need all the 1,000 printers it employed until the conflict broke out on January 30, even though other *Berlingske* publications are not being produced at the moment.

This aspect has not been lost on union leaders, who said today that they are to meet representatives for the publishers tonight to discuss points of the dispute.

10 exposed to radiation at nuclear plant

La Coruña, April 27.—An accident today at a nuclear power plant under construction near La Coruña exposed at least 10 people to radioactivity, the Spanish news agency Cifra said. It said a radioactive plate used as a source of energy was left out of its protective container. None of those exposed had been seriously affected.

Later a statement issued by the state company building the £225m plant said a failure in the security system of the gamma-ray equipment had caused the emission of radiation to the exterior of the container.

OVERSEAS

Vorster concessions on Namibia likely as envoy begins talks

From Our Own Correspondent
Johannesburg, April 27

Mr Vorster, the Prime Minister, opened talks on the future of Namibia (South-West Africa) with representatives from five Western nations in Cape Town today amid signs that his Government is prepared to go some way to meet their demands.

The Western nations—Britain, the United States, France, West Germany and Canada—want to stop South Africa implementing Namibia's independence based on a constitution prepared by the multi-ethnic Turnhalle conference.

Instead they are calling for United Nations-supervised elections, the withdrawal of South African troops from the territory, and the involvement of the South-West Africa People's Organisation (Swapo) in the independence process.

South Africa, on the other hand, maintains that the people of the territory alone should decide their future. It has so far opposed holding direct talks with Swapo, as Swapo is demanding, but is prepared to permit Turnhalle representatives negotiating with Swapo.

Although little has been said publicly about the Cape Town talks, which are expected to last until the end of the week, South Africa is understood to be adopting a more flexible attitude in an attempt to ward off threatened sanctions by United Nations members. The five nations—comprising the

Western membership of the Security Council—have intimated they might not be prepared to use their veto to prevent sanctions being applied if South Africa presses on with the Turnhalle scheme.

According to sources close to today's meeting, Mr Vorster is prepared to consider elections in which Swapo would participate as well as delegates from the Turnhalle talks, but under supervision by the Western nations rather than the United Nations.

A more intractable problem, however, is the question of the large number of South African troops in the northern part of the territory. If they were withdrawn, the South Africans believe Swapo guerrillas operating from Angola would quickly take control of the populous northern homelands of Ovambo, Kavango and Caprivi. Yet it would not be possible to hold genuinely free elections so long as South African troops remain there. It is unlikely that any of the Western nations would want to commit troops in their place.

The Western side is being led by Mr Don McHenry, a black American diplomat who is deputy to Mr Andrew Young, the United States representative at the United Nations. The British delegation includes Mr James Murray, a senior representative at the United Nations, and Sir David Scott, the British Ambassador to South Africa.

Poisoning of Patriotic Front commander denied

By David Spanier
Diplomatic Correspondent

A report that one of the commanders of the Patriotic Front guerrilla forces operating against Rhodesia, Mr Rex Nkhomo, has been poisoned by a colleague is false, according to an African source in London.

Mr Nkhomo is in the camps and is expected back in Maputo in a day or two, Mr Kunbirai Kangai, a senior member of the Patriotic Front, said yesterday. The report in *The Times* yesterday came from enemies of the Zimbabwe (Rhodesia) revolution, he added, and from imperial agents masquerading under the cloak of nationalism. Mr Kangai also confirmed the

Patriotic Front's opposition to taking part in a constitutional conference on Rhodesia, as proposed by Dr David Owen, the Foreign Secretary, if the United States was included. "We do not see any reason why the Americans should come in," he said. "It is a colonial issue which should be handled by the British Government." It would not change the Front leaders' minds, Mr Kangai went on, if Britain convened a conference without the Patriotic Front.

British and American officials met in London yesterday, to discuss the prospects for a conference on Rhodesia. The meeting is part of the continuing consultations between London and Washington.



Soweto schoolchildren taking part in yesterday's protest. They urged their parents not to pay steeply increased rents.

Soweto adults go to work as children protest

Continued from page 1

their parents not to pay the rent increases which are due to come into effect on May 1. Later they attempted to join students congregating in other parts of Soweto but were dispersed by police tear gas.

Larger groups of pupils from Naledi and Meadowlands schools were also dispersed by tear gas after they had started marching. They carried placards saying "Away with high rents", "We will not pay", and "Mulder is mad"—a reference to Mr Mannie Mulder, chairman of the West Rand Bantu Administration Board, which is responsible for running Soweto and the decision to increase rents.

At Elitah stadium, police wearing camouflage uniforms and equipped with shields and helmets, also tried to disperse the crowds with tear gas. But after talks with student leaders they agreed they could continue their meeting so long as there was no violence. When a group tried to interfere with police vehicles they were stopped by senior students.

Mr Dan Montsiri president of

the SSRC, insisted that the demonstration was a peaceful one but warned the police that interference could lead to a confrontation. Colonel J. P. Visser, the Soweto police chief who took on the post after last year's black unrest, said his men would take action only if lives or property were threatened.

The first serious violence broke out around midday when the students marched on the offices of the Urban Bantu Council (UBC), which has nominal powers to represent Soweto residents. Students smashed windows with stones and bottles after they had been angered by the presence of a white cameraman taking their photographs from inside the building.

The UBC is a largely discredited organisation in Soweto both among students and many of their parents. The SSRC today called on council members to resign, pointing out that UBC had prior knowledge of the proposed rent increases and had not opposed them.

Today's demonstrations almost exclusively involved students. Their parents—the

people who will have to pay the higher rents—went to work in Johannesburg as normal ignoring calls for a work boycott. Attempts to hold a meeting of rent-payers in one of the township's stadia were thwarted by a Johannesburg magistrate who placed a ban on the meeting.

The demonstrations were the first serious disturbances in Soweto since the beginning of this year. Faced with spiralling inflation and growing unemployment together with tough police action against would-be trouble-makers, most of Soweto's one million residents have been trying to avoid a repetition of last year's riots and work boycotts.

However, the proposed rent increases will place an intolerable burden on many Soweto families, particularly the lower paid, who are already faced with the prospect of a 20 per cent increase in the cost of maize, their staple diet. According to the Johannesburg Chamber of Commerce, the minimum cost of maintaining a family of five in Soweto will now be just over £100 a month, 14.5 per

cent higher than last November.

The average increase in rents announced last week was about 40 per cent, but in the case of some low rent accommodation the rise was as high as 80 per cent—from £4.20p a month to £7.70 a month.

Mr Mulder said the increases were largely the result of last year's unrest, estimating that the West Rand board suffered a loss in revenue of £5.7m during the current financial year through damage caused by the riots.

By law Bantu administration boards have to meet their running costs from revenue they raise in the townships. Much of this is provided by the liquor stores and beer halls which the boards run. These were one of the main targets for attack during the riots.

Since last year's riots the West Rand board's income from beer and liquor sales has fallen from 57 per cent of its total income to only 21 per cent.

The use of liquor sales to finance township running costs has long been a point of contention.

New York hearing of Concorde case today

From Peter Strafford
New York, April 27

A court hearing will be held in New York tomorrow on one of the main issues affecting landings by Concorde at Kennedy airport: whether the Port Authority of New York and New Jersey, which controls the airport, has the power to prevent the aircraft from landing once permission has been given by the federal Government.

If British Airways and Air France win their case, they will have gone some way towards removing the biggest obstacle that has been put in the way of Concorde. British Airways even talk in terms of starting the first Concorde flights into Kennedy within 60 days of the decision.

If they lose, it will be a setback, but it will not be the end of the airlines' efforts to overcome opposition in New York. They, like the port authority, can appeal against any court decision, and they can also take court action on other legal grounds.

The airlines' hope is that Judge Milton Pollack will act quickly, possibly even tomorrow. The case has been pending for several months, and their view is that it is a straightforward one, on which he can give summary judgment. Essentially, they are arguing that, by the terms of the American Constitution, the port authority cannot prevent Concorde from landing because the decision to 'allow it in' is a state, not a federal, matter. In February, 1976, by Mr William Coleman, then Secretary of Transportation, overrides any state or local decision.

Tomorrow's hearing will not deal with the environmental questions surrounding Concorde, though they will be raised by Concorde opponents from Long Island who will be speaking.

President Amin 'ate liver of dead minister'

President Amin of Uganda ate part of the liver of a dead minister in an attempt to keep away evil spirits, a former personal physician to the President said in London yesterday.

Professor John Kibukamusoke, a professor of medicine at Zambia University in Lusaka, told a meeting of the Africa Bureau at the Commonwealth that the liver came from Mr Michael Oduka, the Ugandan Foreign Minister, whose body was found floating in the Nile in 1973.

Professor Kibukamusoke, personal physician to President Amin from 1971 to 1973 when he fled the country, said the President was very superstitious and believed strongly that "if you eat a piece of your victim's liver, his evil spirits will not haunt you".

He said the liver had found its way to President Amin's command post and part of it was eaten by the President.

He said President Amin suffered from hypomania—which was a flicker of ideas.

Mr Carter seeks powers to decide on nuclear exports

From Fred Emery
Washington, April 27

President Carter today produced the foreign follow-up to his domestic renunciation of plutonium. He sent Congress a bill on nuclear non-proliferation policy with the request that he be given discretion to decide what nuclear materials should be exported.

The President sought to head off a proposal in Congress which he argued, would make the United States suspend its existing contracts for supplying nuclear fuel to allies. His own proposal would require personal presidential approval for any supply of "highly enriched uranium greater than 15 kilograms" (the approximate amount needed for a bomb).

Released 10 days before the

London summit, the bill is certain to be on the agenda there. The President has gone out of his way to reinforce his earlier assurances that allies such as Britain, France, West Germany and Japan could not be obliged to follow his example and renounce plutonium.

Mr Carter's bill would rather "attempt to tighten the conditions for US nuclear cooperation through renegotiation of existing agreements" to meet the same standards required in new agreements.

Instead of requiring countries that want our nuclear exports to forego fuel enrichment and reprocessing for all time, the President proposes new incentives to encourage countries not to acquire such facilities in the first place.

New US fighters flying to base in Germany

From Our Own Correspondent
Washington, April 27

The first deployment in the European theatre of the United States Air Force's new fighters, the F15 Eagle, is under way.

Twenty-one are flying non-stop to Bitburg, West Germany. Later this year the number will be brought up to 72.

The move gives Nato an aircraft to match Soviet aircraft deployed in the past few years.

Opposition hint of Bhutto role in caretaker cabinet

Islamabad, April 27.—Pakistan's main opposition leaders today discussed new terms for ending their confrontation with Mr Bhutto, the Prime Minister, including demands for fresh national elections and a caretaker government.

The Pir of Pagaro, the acting president of the nine-party opposition Pakistan National Alliance (PNA), said after the talks that his movement would demand two-thirds of the seats in an interim Cabinet. But he indicated the opposition might agree to Mr Bhutto remaining as Prime Minister until new elections were held in about two months' time.

Mr Pagaro said it might be possible to reach agreement by tomorrow evening on the terms for negotiations between Mr Bhutto and the PNA, thus ending the disturbances throughout the country, in which about 250 people have died. The unrest began after the March 7 general election, which the opposition say was rigged.

Mr Bhutto said in a terse com-

ment after a surprise meeting of the parliamentary group of his People's Party tonight that he had no new proposals to make.

Mr Pagaro's talks with the leaders of the opposition coalition took place at the Shiba police training college. Retired Air Marshal Asghar Khan, chief of the Centre for Strategic Studies, was brought from prison in Lahore early today to join the PNA leaders, including Mr Bhutto's former Minister, Mr Muhammad Ali Jinnah, and Mr Sheraz Khan Mazari, who have all been in jail for the past month.

Mr Pagaro said the PNA leaders had asked the Prime Minister to allow six prominent lawyers closely identified with the opposition to join in on constitutional matters. Meanwhile, the Government has rejected the resignations of its ambassadors in Spain and Greece and dismissed them for alleged misconduct. —Reuters.

Head of 'Voice of America' is dismissed

From Our Own Correspondent
Washington, April 27

The abrupt dismissal six weeks ago of Mr Kenneth Giddens, director of the Voice of America since 1969, has come to light in a news agency interview.

Having survived the Ford-Carter transition, Mr Giddens, a Nixon appointee, has been hoping to preside over the VOA's planned expansion of foreign broadcasting.

Mr Giddens had become a supporter of separation of "the Voice" from the United States Information Agency, an appendix of the State Department. The agency strongly opposed this and probably had a hand in Mr Giddens's dismissal.

India and Russia agreed on close cooperation

From Our Correspondent
Delhi, April 27

India and the Soviet Union have expressed their "determined" to strengthen equal and mutually beneficial co-operation in the spirit of the Indo-Soviet Treaty.

In a joint statement issued today after a three-day visit by Mr. Gromyko, the Soviet Foreign Minister, both sides have said they are satisfied with the development of the "time-tested relations of traditional friendship and cooperation, of mutual respect and confidence that have been established".

Indian and Soviet representatives today signed three agreements.

Nigeria trying to settle Zaire invasion dispute

Lubumbashi, Zaire, April 27.

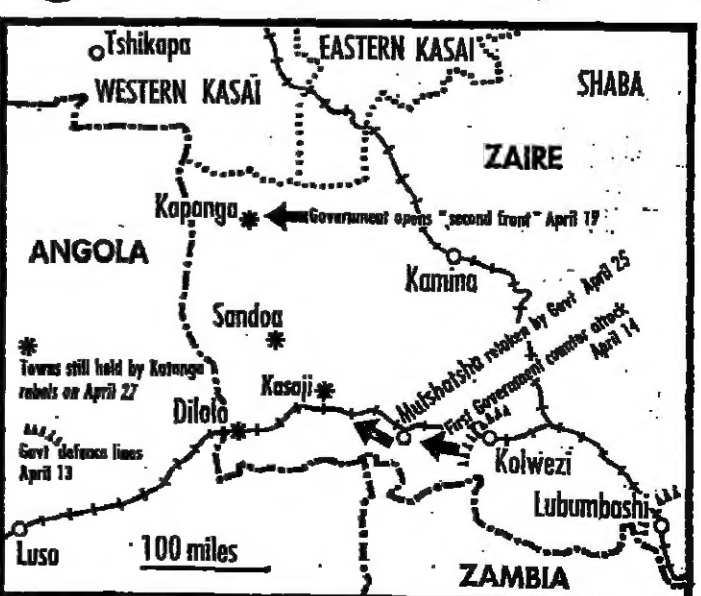
Nigeria has begun trying to settle the quarrel between Zaire and Angola, whose Marxist rulers are alleged by Zaire to have backed the invasion of its copper-rich Shaba province. Brigadier Joseph Garba, the Nigerian Foreign Minister, met President Mobutu of Zaire here last night at the start of a new Nigerian diplomatic initiative. He said today that his mission was going "fine".

Nigeria first indicated its readiness to mediate between Zaire and Angola last month, when Brigadier Garba visited Kinshasa, the Zaire capital. He returned to Zaire yesterday.

Angola has denied Zaire's allegations that, with its Cuban and Soviet backers, it connived at the invasion of Shaba, formerly Katanga, by the rebels.

Zaire now says it has turned the tide against the invaders, recapturing the town of Mushasha from them and pushing on towards Dilolo, on the Angola frontier.

If you want to find the front line, you must go to Dilolo, said a Zaire military spokesman last night, adding that Government forces—backed



by some of 1,500 Moroccan troops—were meeting stout resistance in a counter-offensive.

Moroccan military sources said advance patrols indicated a number of villages alongside the road and railway to the Angolan border were deserted, but the Government drive was slowed by mines.

The whole "Shaba war", as the conflict was called by the Government, has been characterized by the lack of fighting. A total of 12 Government troops were reported killed. Rebel

casualties were unknown, but no bodies were found. Government forces captured three prisoners.

A Zaire spokesman said Brigadier Garba and President Mobutu were going to the Shaba province copper centre of Kolwezi, once threatened by the rebels, today and might go on to Mushasha.

Zaire's official Azap news agency has quoted Brigadier Garba as saying Africa's interest demanded a "calm, rational and unhasty incident" between Zaire and Angola. —Reuters and AP.

Kinshasa, April 26.—American construction workers who were evacuated from southern Zaire after it was invaded by the Katanga rebels, will begin returning over the weekend.

Between eight and 11 American workers, including one who was working on a power line and electricity converter project in Kolwezi for Inga-Shaba, a subsidiary of Morrison and Knudsen Co. of Utah, will return to the copper-rich mining town on Sunday or Monday.

Last month when the rebels pushed to within 15 miles of Kolwezi, about 77 American construction workers, with families, were evacuated. —AP.

Why the Post Room should be on the agenda of your next Board Meeting.

Chances are your post room jogs gently along. It doesn't bother the Board; the Board doesn't bother it. Chances are, also, that this cosy state of affairs is costing you unnecessary money, time and effort. Here are some questions you might raise.

Seven pointed questions

1. Are your staff doing work the Post Office would willingly do for you?
2. Are you paying agents to do what the Post Office would help you to do for nothing?
3. Could you cut down on transport?
4. Is your post room as efficiently organised and equipped as it could be?
5. Could the post room play a more effective part in your marketing operation—at home and abroad?
6. Do you pay more postage than necessary?

The information that follows may suggest thought-provoking possibilities. There is also a film entitled "The great mail room mystery" which is available on loan.

Wrap up the parcel problem

You already know, of course, that we deliver regularly and swiftly to any address in the country. But we offer many special facilities for the businessman. For example: More than 2,500 firms post over 80 million parcels a year under individually negotiated contracts.

Perhaps your parcel deliveries are local rather than nationwide. Then we

can probably offer next-day delivery for less than the cost of running your own vans. And you'll find us flexible on dimensions and packaging requirements.

Door-to-door security

Datapost and Datapost 'D' are for people who need secure, courier-style, overnight delivery of urgent packages of any kind.

International Datapost (for the conveyance of urgent business papers or documents) operates to major business centres in USA, Brazil, Netherlands, Belgium, France, Australia, Japan and Hong Kong.

Speed your exports

No matter how involved you are in exporting, the Post Office has a service to help speed your business. From air mail letters for your initial contacts right through to

air parcels for despatching the goods and contracts for printed paper in bulk.

Stimulating Sales

Direct mail, or advertising through the post, is flexible, selective and personal. It works quickly and results can be accurately measured. It stimulates response—particularly if you use the Business Reply or Freepost services. And we help by giving a rebate on bulk mailings. Rebate can be as much as 30%!

If you'd like to know more

about direct mail, we have available a film, "What the others can't do," and an interesting series of free booklets. Tick the coupon to order.

The one who finds the answers

Your local Postal Service Representative can give you advice on any postal service, including those mentioned above. The PSR will also tell you about special courses run by the Post Office for post room staff. Your PSR will help you to use the Postal Services in the most cost-effective way.

Send the coupon below to: Jackie Willbourn, FREPOST, Room 434, Postal Headquarters, St. Martins-le-Grand, LONDON EC1A 1HQ. Remember—No stamp needed.

Please ask my Postal Service Representative to make an appointment.	<input type="checkbox"/>
Booklets. Please send me:	<input type="checkbox"/>
Post room organisation	<input type="checkbox"/>
The Royal Mail parcels service—simply the best	<input type="checkbox"/>
A quick guide to Overseas Postal Services	<input type="checkbox"/>
Datapost	<input type="checkbox"/>
Information please:	<input type="checkbox"/>
Films. I am interested in borrowing your films for business.	<input type="checkbox"/>
Please send me details.	<input type="checkbox"/>
NAME	<input type="text"/>
POSITION	<input type="text"/>
COMPANY	<input type="text"/>
ADDRESS	<input type="text"/>
POSTCODE	<input type="text"/>
TEL.	<input type="text"/>

The Post Office

HOME NEWS

Simpler citizenship suggested in government document

By Peter Evans
Home Affairs Correspondent

Simplification of the nationality laws into British citizenship and British overseas citizenship is suggested in a government discussion paper published yesterday. The changes would affect everyone in Britain and many people abroad.

Those who have close ties with Britain would alone have an unqualified right of free entry. Overseas citizenship would be held by the rest of those people now citizens of the United Kingdom and the colonies.

The Government does not intend to introduce early legislation. The discussion paper says it has reached no firm conclusions on many of the ideas, but it thinks that changes on the lines suggested would offer a more rational basis for citizenship and immigration control.

The discussion paper suggests that British citizenship should be conferred in general on: citizens of the United Kingdom and colonies who were born, naturalized or registered in Britain; the Channel Islands or the Isle of Man; those who hold that citizenship by descent and have the right of entry.

Citizens of the United Kingdom and colonies and British protected persons from dependencies or former dependencies (including those from East Africa) British subjects without citizenship who have settled in Britain for a specified period.

The paper says the following groups would acquire the right of entry for the first time: Citizens of the United Kingdom and colonies from overseas who have been resident here for at least five years, and their wives. They have in most cases already been accepted for permanent residence. To grant them citizenship would not commit the United Kingdom to accepting any new group of permanent residents, but they have for the most part been accepted for permanent residence. They are here to stay and to grant them British citizenship with the right of entry to the United Kingdom would not involve any new immigration commitment.

The following people who have the right of entry under the Immigration Act, 1971, would not become citizens if the law were amended as suggested: 1. Citizens of the United Kingdom with a parent (in practice almost invariably the mother) who was a citizen of the United Kingdom and colonies by birth in the United Kingdom; 2. Commonwealth citizens who have the right of entry only because of a parent or grandparent who was a citizen of the United Kingdom and colonies at one time settled in the United Kingdom and resident here for five years but who could not meet the residence qualifications for British citizenship.

Although it is intended that only British citizens should have a right of entry, the paper says there might be a case for making exceptions for people in those groups and allowing them to retain the right of entry for their lifetimes. The most serious drawback to the status of citizen of the United Kingdom and colonies is that it does not provide a ready definition of right of entry, the discussion paper says. In most other countries only citizens automatically have that right. Under our system, a citizen of the United Kingdom and colonies does not have any close ties with the United Kingdom or even with a remaining colony.

When successive governments have found it necessary to control Commonwealth immigration they have felt obliged to distinguish between citizens of the United Kingdom and colonies and the rest, the report says, adding: These distinctions within a common citizenship have been hard to follow. They have caused confusion and have encouraged the belief that our immigration laws contain elements of racial prejudice.

The Immigration Act, 1971, increased the confusion, since not only did distinctions within the citizenship of the United Kingdom and colonies continue but the right of entry was also conferred to a limited degree on certain citizens of other Commonwealth countries.

About 850 million people throughout the world are British subjects. Most of them are citizens of independent Commonwealth countries. Of the rest, 56 million are citizens of the United Kingdom and colonies, by reason of their close connection with the United Kingdom and are exempt from immigration control. A further 3,300,000 (of whom 2,600,000 are in Hong Kong) are citizens by virtue of a close connection with a dependency. They do not have right of entry to the United Kingdom, but almost invariably have right of admission to a dependency.

But about 190,000 citizens of the United Kingdom and colonies, mostly in Malaysia, India and Africa, deriving their status from former dependencies, have no such right. The numbers in East Africa are declining as a result of admission under the special voucher scheme which the Government intends to continue, the discussion paper says.

There are thoughts to be about three million citizens of the United Kingdom and colonies (a million in Britain) with dual nationality who are exempt from immigration control, and a further 1,300,000 (mostly in Malaysia) who are subjects of the United Kingdom or a dependency and have established in their countries of residence even when they do not have dual citizenship.

250,000 British subjects without citizenship and more than 274,000 British protected persons, most in the Solomon Islands. Nearly all those people are living abroad and are subject to immigration control. About 120,000 Irish citizens have made formal claims under the 1948 Act to remain British subjects.

The present definition of United Kingdom national for European Community purposes would need to be redrawn, in consultation with partners in the Community, it is suggested, so that in general all British citizens would have the same freedom of movement within the Community.

The paper suggests that women, as well as men, should be able to transmit their citizenship to their children born abroad, but that such transmission should be generally confined to the first generation so born.

A woman who marries a man from Britain can acquire her husband's citizenship. But a man from overseas who marries a woman from Britain cannot.

From Craig Seton
Stravanger, April 27

WEST EUROPE

Skimming of oil slick almost total failure

An exhausted repair team abandoned today's attempt to control the five-day-old blow-out at the oil platform Bravo.

I flew over the Norwegian Ekofisk oilfield as the men withdrew from the platform ready for a new effort tomorrow to cap the gusher. All the necessary equipment is in place. Hopes are high that the blow-out may be controlled tomorrow.

It is becoming apparent here that, faced with the almost total failure of "skimming" equipment to tackle the growing oil slick, now estimated at 350 square miles, the Norwegian Government is being forced to consider using chemical dispersants against the advice of the fishing industry and environmental interests.

Flying in a reconnaissance aircraft plotting the course and size of the oil slick, made up of an estimated 12,000 tonnes of escaped oil, it was clear that the greater portion of the slick has not been tackled at all. At least a dozen vessels are trying to deal with the slick within a few miles of Bravo, where we could see the oil gusher rising in a reddish brown fountain above the stricken platform. There were no other vessels to be seen in a 35-minute journey round the slick.

Nearer to the platform the slick is at its thickest. Huge russet streaks stretching miles into the horizon discolour the water. As we travelled eastwards towards the Danish coast, however, the oil thinned visibly to a few inches on the surface.

Two miles from Bravo two ships towed a boom and trapped a small patch of dirty brown oil but the skimming vessel, which is supposed to follow at the rear and suck the oil from the surface, was powerless to be seen.

In Stravanger, Mr Hans Christian Bugge, director of Norway's pollution control agency, today admitted that the skimming operation had not been successful. The equipment was unusable in waves of more than 6 ft, he said. Birds may also ingest or inhale the toxic elements in oil, damaging respiratory, digestive and ultimately, metabolic systems. They are also unable to fly or dive in search of food, and drift for days to be washed up eventually on a beach.

If they are able to fly, they take back oil to their nests where it harms eggs by interfering with respiration through the shell so that these fail to hatch.

Some of the means devised to disperse oil also have serious consequences for birds, particularly in climates like that of the Ekofisk oilfield. The water-in-oil emulsion known as "chocolate mousse" persists in North Sea temperatures, though it would disperse more readily in warmer zones.

The study suggests that the estimates of damage caused by oil pollution to bird populations are still incomplete, but chronic pollution must kill hundreds of thousands of seabirds round Britain.

More reliable assessments of tens of thousands of wild fowl killed in individual pollution incidents have been made along the north-west coast of Europe, and of many thousands of seabirds in individual incidents round the outer coasts of Europe and North America.

The largest well-attested kills round the British Isles include 10,000 known to have died during the Torrey Canyon incident and more than 12,000 in a series of incidents along the north-east coast of Britain.

The lasting damage caused by individual incidents has only been conspicuous in the reduction of the French auk populations by up to 90 per cent as a result of the Torrey Canyon incident.

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Mr Richard Hattebery, left, and Mr Asgar "Boots" Hansen, experts from Houston, Texas, on the oil platforms Bravo yesterday.

Mounting sea-life toll by pollution

By Pearce Wright
Science Editor

The effect of oil pollution from the blow-out at the Bravo well on marine life is indicated in a report on pollution research published by the Natural Environment Research Council. The study, *Ecological Research on Seabirds*, lists species that have declined most rapidly in the 10 years since the Torrey Canyon disaster, but highlights the damage being wrought by oil spills.

Although oil is only one of several pollutants, including chemical wastes and pesticides, it has been implicated in destruction of wildlife, ducks and species such as seals, gulls, cormorants and divers have been among the most susceptible to this particular source of contamination.

Oil harms birds because it floats and spreads on the surface of water to trap swimming species. In the first instance, soaking their plumage and destroying its insulating and waterproofing properties. The creature loses buoyancy and becomes chilled.

Birds may also ingest or inhale the toxic elements in oil, damaging respiratory, digestive and ultimately, metabolic systems. They are also unable to fly or dive in search of food, and drift for days to be washed up eventually on a beach.

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Forebodings of defeat in Giscard majority

From Our Own Correspondent
Paris, April 27

Like the Cabinet change of last month, the Prime Minister's action programme has proved a distinct anticlimax. It has failed to live up to expectations that the Government, and its majority would get a grip upon themselves in order to influence a political situation over which they are losing control.

M Barre seemed a lonely man in the National Assembly yesterday. The opposition attacked him, confident that victory in next year's parliamentary elections is within its grasp. The Government's own supporters backed him halfheartedly, with forebodings of defeat.

"One expected a plan of political mobilization", *Le Figaro* comments. "M Barre stuck to the level of management."

The Prime Minister believes that sound management is the best guarantee of electoral success. In the opinion of the Government majority, electoral pugnacity and drive are the only recipe. In fact, as the newspaper remarks, both are needed. But one only is at hand.

The Gaullists told M Barre that their vote for him tomorrow would not be one of confidence, for confidence would have required a more inspired policy. For *Le Monde*, the divorce between the Gaullists and the Government, inevitable since the autumn of 1976, was never so openly and officially proclaimed.

"M Chirac and his friends could not or would not take the risk of provoking a crisis, but they made no bones of the fact that from now on they would judge the Government case by case", it writes.

Even the Centrists were unenthusiastic. "The country does not feel governed", their spokesman declared. "And France must not only be governed, but feel governed, just as an economic policy, however sound, must not only succeed, but be felt to succeed by the average voter."

There is no evidence that the Government majority have learnt the lesson of the municipal elections and are ready to sink their differences to give political credibility to M Barre's economic programme.

Communist poet returns to Spain after 38 years

From Our Correspondent
Madrid, April 27

Rafael Alberti, the poet, who will be a Communist candidate for the Congress of Deputies in the general election, returned to Spain today after 38 years in exile.

He was given an enthusiastic reception when he arrived from Rome at Barajas airport, Madrid.

Señor Alberti ranked high in the list of the Franco regime's public enemies, along with Señora Dolores Obarruri ("La Pasionaria"), the 82-year-old president of the Spanish Communist Party.

Now that he is home, there is speculation that the return of "La Pasionaria" from exile in Moscow will not be long delayed. The Communist Party is trying not to give too much publicity to these homecomings in order to avoid antagonizing the Franco diehards still further after the legalization of the party.

Señor Alberti belongs to the same generation as the poet Federico Garcia Lorca, murdered during the Civil War, and the composer Manuel de Falla, who died in exile in Argentina. He will head the Communist Party's list for his native Cadiz.

Señora Federica Montseny, the only woman to have been a minister in Spain, has also returned after 38 years in exile. She arrived in Barcelona last night from Toulouse.

She was Minister of Education in the Republican Government for a time during the Civil War and was head of the anarchist National Confederation of Workers.

Dr Coggan begins Rome talks

From Jacob Ecclesstone
Rome, April 27

The Archbishop of Canterbury, Dr Donald Coggan, arrived here today on the first leg of his eight-day tour of European religious centres. His meeting with Pope Paul VI tomorrow is expected to consolidate the ecumenical progress made so far between the Anglican and Roman Catholic churches and, perhaps, mark a new initiative to further unity.

Dr Coggan and his advisers were greeted at Fiumicino Airport by Archbishop Benelli, Archbishop Casaroli and Cardinal Willebrands, who is president of the Vatican's secretariat for unity.

After informal discussion with Cardinal Willebrands at the English College this evening, Dr Coggan will meet some of the British Roman Catholics who are studying for ordination here. Tomorrow, after his talks with the Pope, Dr Coggan will preach at St Paul's Within the Walls at a dedication service. He will preside jointly with Cardinal Willebrands.

This is the third visit to Rome by an Archbishop of Canterbury and comes 11 years after Dr Michael Ramsey's meeting with Pope Paul VI, which led to the setting up of the Anglican-Roman Catholic international commission. Eight years' work by the commission has produced a remarkable measure of agreement on Holy Communion, the ministry and, most recently, the nature of authority.

On Friday a joint statement will be issued before the Archbishop and his party fly to Strasbourg for a meeting with the Ecumenical Patriarch, Demetrios I.

The final leg of his journey will be to the headquarters of the World Council of Churches in Geneva next week.

Prelate helps police to catch art thief

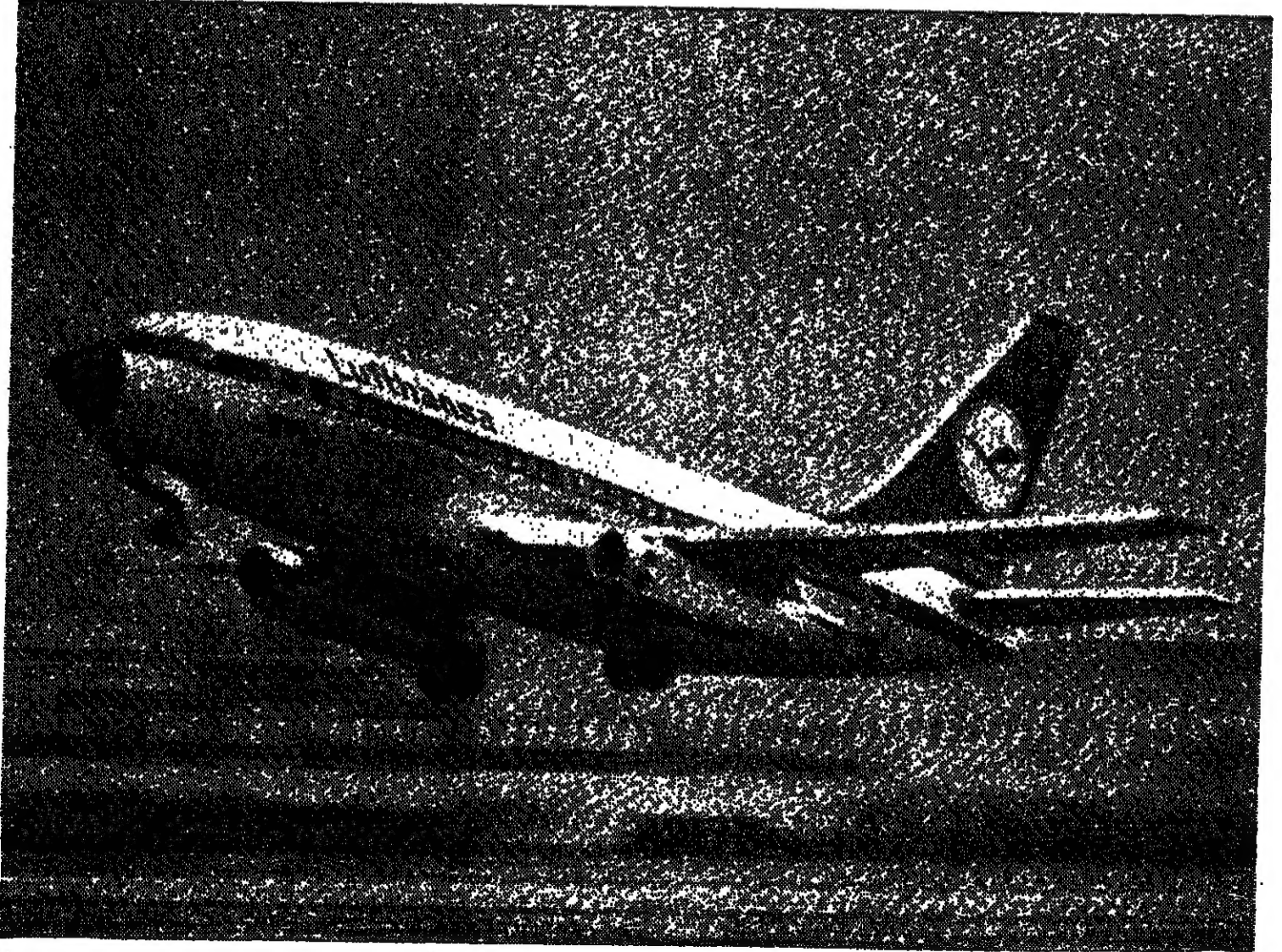
Rome, April 27.—The Italian police have caught an international art thief through the aid of the James Bond in a "cassock" as they call Mgr Jean Lestocquoy, a researcher in the Vatican Library. They also recovered an eighteenth-century painting stolen in 1972 from the Paris church of St Nicholas du Chardonnet.

An Italian had called on the prelate in Rome and offered to return "The Good Samaritan" painted in 1773 by Nicolas Jollain, for 20m lire (about £13,000). Mgr Lestocquoy warned the police who alerted Interpol.

Chief Inspector Pierre Dubout, of the French police, was sent to Rome on the case. He bugged and recorded the telephone conversations between the prelate and the art thief until a rendezvous was fixed for the money to be handed over in exchange for the painting.

The prelate arrived in a car carrying a briefcase which contained a small radio transmitting a coded signal to a fake taxi and a couple of unmarked police cars. A man was arrested and the painting recovered, though badly damaged.—Agence France-Press.

New! Lufthansa daily 8.25am businessman's flight to Düsseldorf from Heathrow



Make sure you travel with our Yellow Book.

A new addition to our Yellow Book from April 1st is the daily breakfast flight LH 061 to Düsseldorf, and with the last plane, LH 060, back at 21.10 it means you can get in a full day's work and be back at Heathrow by 22.25. Also from April 1st, there will be non-stop daily flights to both Bremen and Hanover. LH 047 leaves Heathrow 12.25, arrives Bremen 13.45; LH 049 leaves Heathrow 10.25, arrives Hanover 11.45. Ask your travel agent or Lufthansa for our Yellow Book.



Lufthansa
German Airlines

Edinburgh Festival office in London may close

From Our Correspondent
Edinburgh

The future of the London office for the Edinburgh International Festival may be in jeopardy.

The Edinburgh Festival Society was told at its meeting yesterday that it cost more than £31,000 to run the London office last year, three times more than the running costs of the Edinburgh office.

Almost £22,000 was spent at the London office on entertainment and travelling and after hearing the figures Mr David Brown, a Labour's Edinburgh district councillor, demanded an investigation.

Mr Brown said the festival council should be looking into whether the London office was a viable proposition; he was supported by another Labour district councillor, Mr James Kerr, who said he wanted to know exactly how the money was spent.

Mr John Miller, Lord Provost of Edinburgh, the society's chairman, said the provision of a London office was included in the terms of the contract of Mr Peter Diamond, the festival director.

The society unanimously agreed to remit the matter to the festival council for further discussion.

Last year's Edinburgh Festival lost nearly £6,400 but the figure would have been much more if the Scottish Arts Council had not increased its grant.

Views about the suggestions in the document may be sent to: Home Office, Nationality Division (AH Room 1606), Immigration and Nationality Department, 40 Wellesley Road, Croydon, CR9 2BY.

Parliamentary report, page 16
Leading article, page 19

Closed-shop dismissal overruled tribunal

Grant provides Bristol with a film centre

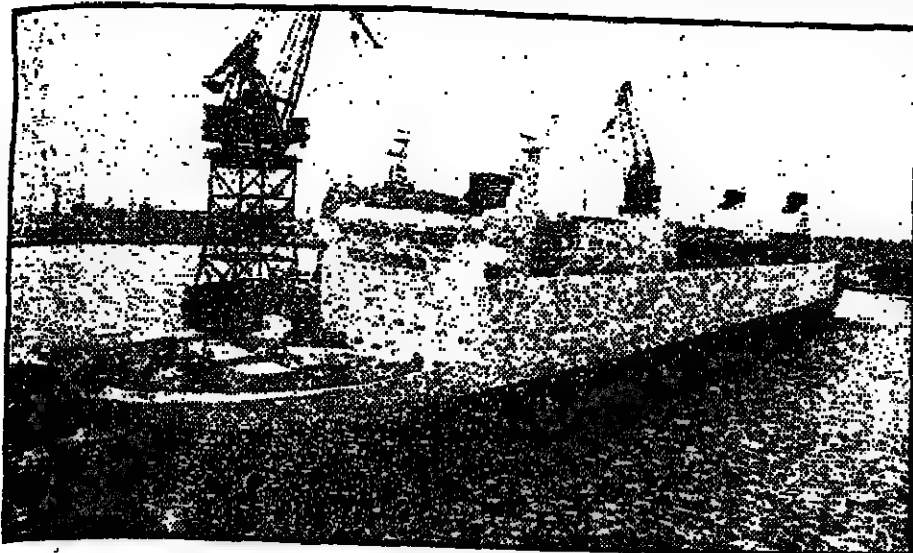
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Freedom for who killed criminal?

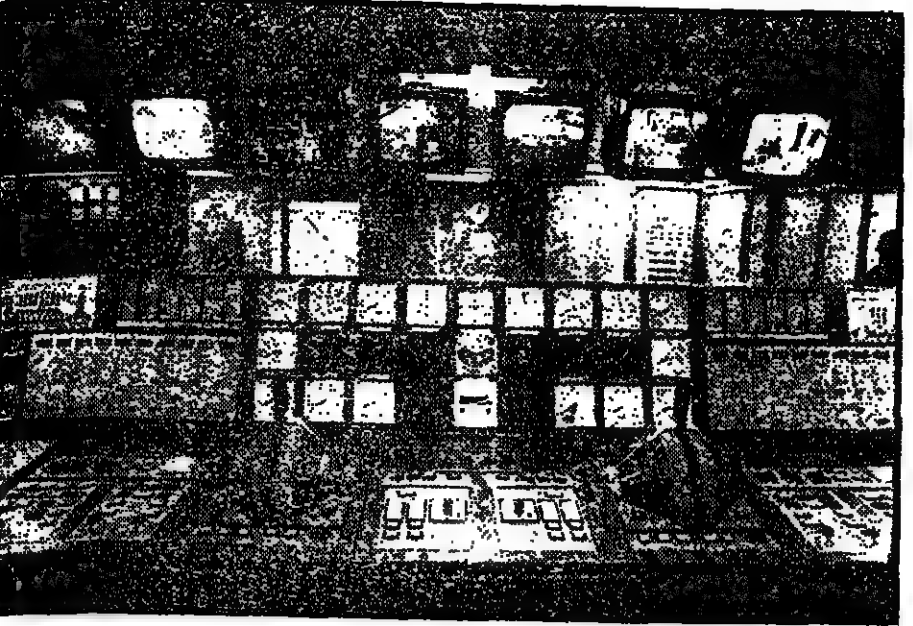
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FINNJET

Next week the world's first jet turbine passenger ship goes into service on the Baltic. This Special Report looks at a new concept in maritime transport



photographs Harry Kerr



by Peter Hill

Next week the Finnjet will slip its moorings in Helsinki for its maiden voyage. Its departure for northern Germany will herald a new era in passenger transportation, for the Finnjet is no ordinary ship. It is unique, a ship of tomorrow rather than today.

Powered by two gas turbine engines, modified versions of aero jet engines together generating 75,000 horsepower, it will slice through the waters of the Gulf of Finland at more than 30 knots, covering the 600 miles between the Finnish capital and the German port of Travemünde in 22 hours.

This ship of the future, which will halve the journey time between the two ports, will be capable of doing the work of three conventional ferries on the route and the maiden voyage will represent the culmination of seven years' detailed planning.

Throughout the world, the attention of naval architects, shipbuilders and shipping lines will be focused on the vessel for it is the first passenger/car ferry to incorporate gas turbine propulsion.

Tradition at high speed

It also represents a new concept of seaborne passenger transport and an expression of confidence that in a world where air transport has brought continents within hours of each other, seaborne passenger transport can provide a viable and desirable alternative.

For thousands of European holidaymakers the land of the midnight sun, the clean, pure air of Lapland will be just two days away from Travemünde, a prospect which Finnjet's owners consider will prove too irresistible.

Finnjet, the new flag ship of the Finnish merchant marine, also represents the height of Finnish design and shipbuilding skill founded on a tradition of excellence in the construction of specialised vessels which other shipyards have shunned.

The Germans have already named the Finnjet the Porsche of the Baltic, while there have been those in Finland who have been less than enthusiastic. At a time when the country is experiencing record levels of unemployment, high levels of inflation and a tight credit policy it is not surprising that the Finnjet project has attracted criticism.

The prestige venture has led to comparisons with the Anglo-French Concorde but Mr Pentti Salmi, managing director of Enso-Gutzeit, one of the country's largest industrial groups, and owner of the vessel has no such doubts.

"Finnjet is a totally new concept and it is natural that there should be different views", he says. "On the basis of the bookings we have received so far they are already ahead of our forecasts—and our forecasts were based on profit."

So far, Finnlines, the Enso shipping subsidiary which will manage the ship, says bookings for the Finnjet have topped the 140,000 mark. This year the company expects that the Finnjet will transport about 180,000 passengers. Once the vessel has been operating for some time the company expects that it will quickly reach much higher levels of use with a practical maximum of 350,000 bookings in a full year.

Finnlines, one of the country's leading shipping companies, began operating a ferry service on the Hansa route 15 years ago and steadily built up the service in response to increased demand and traffic. Seven years ago the company decided that against the background of steadily rising costs of operating, survival on the route would be impossible unless a new approach was adopted.

The operational experience gained from an American-owned gas turbine powered merchant ship provided the impetus to the draughtsmen for the Finnjet. The turbines would provide high speed, reduce the journey time and the passenger volume could make the most of the economies of scale.

A 1,500 passenger capacity ferry with space for 350 cars and 100 trucks, the Finnjet will transport about 180,000 passengers. Once the vessel has been operating for some time the company expects that it will quickly reach much higher levels of use with a practical maximum of 350,000 bookings in a full year.

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Hopes for Olympic stature

From Nuorgam, deep inside the Arctic Circle in northern Lapland, to Helsinki in the south few Finns have not heard of the Finnjet. Finland's 4,600,000 people have been bombarded with information about the project for months past. The ship's owners hope she will become as synonymous with Finland as Olympic medallist and national hero, Lasse Viren.

Finnjet has been seven years in the making and represents a determined attempt to push forward the bounds of marine technology and, by so doing, secure Finland's place in the growing flow of trade between Europe. It is now nearly three and a half years since the country's largest enterprise, Enso-Gutzeit, through its shipping subsidiary, Finnlines, signed a firm contract for the construction of the ship with Wärtsilä, Finland's largest shipbuilding group.

Over the past few months, the Finnjet has been undergoing trials and outfitting in the yard's basin in Helsinki. This work has been disrupted by a spate of strikes by shipyard workers in support of wage demands. They have led to worried faces and furrowed brows as the delivery date drew closer.

After much study and market evaluation of the likely requirements on the 600-mile long Hansa route in the 1980s, the Finnlines' designers came up with the Finnjet as the only effective means of coping with the steep rise in costs and at the same time providing an economic, swift and comfortable mode of transport between Finland and northern Germany.

The planning was geared to producing a ship which would operate to a strict timetable operating a daily service with a minimum

period spent in port at each end of the journey and at the same time to carry a large number of people at competitively priced tariffs.

From the drawing board there emerged a vessel capable of halving the present journey time—the gas turbine engines producing a service speed of more than 30 knots—carrying up to 1,532 passengers and 350 cars while the cargo capacity is sufficiently flexible to provide for two other combinations including lorries and buses.

It is purpose built—distinctive rather than beautiful—the high and ugly superstructure belying the fine lines of the hull which lie beneath the waterline.

The designers of the Finnjet have eliminated the staggered companionways of the conventional ferry and liner and have separated the hotel and leisure areas with a

main staircase at the centre of the ship. All the cabins—apart from the economy class—have been located on three decks in the forward section of the ship with the main facility areas in the after part of the vessel.

In the forward section of the ship there are 156 A class cabins each with two sofa beds, two swing-down bunks, lavatory and shower, air conditioning, refrigerator, lockers and telephone, radio and a television connection. The 306B class cabins have similar features with two berths, while the C cabins, designed particularly for student groups, have four berths with radio and communal washing facilities.

From the central main stair case, lifts and stairs connect every level of the ship from the first to the ninth decks. In the facilities section in the after part of

the ship there is a large restaurant with accommodation for up to 342 people and a dining room offering buffet facilities, and a grill room and associated cocktail bar with seating for nearly 170 people.

Above, on the fifth deck, there is a dance saloon with seating for more than 300 people and a beer saloon near by (which will incorporate an old ship's figurehead bought from England) with seating for 56 people.

One deck higher there is a nightclub with seating for 177 people, a discotheque with complete disc jockey equipment and psychedelic lighting, a roulette room and hairdressing facilities. The same deck also accommodates the ship's own closed circuit television and radio studio which will also transmit a variety of television

stations receivable in the Baltic area.

On the ninth deck, much of the deck area has been given over to a sheltered sun deck between the bridge and the twin funnels, while slightly ahead of the funnels there is a further large saloon with a spiral staircase leading to the light-house bar with seating for 93 people and providing a view around the ship (in clear weather) of some 20 km.

The Finnjet also includes a fully-equipped hospital and an ample sufficiency of facilities for working off any excesses experienced in the leisure areas of the ship.

There is a fully equipped gymnasium on the first deck and a swimming pool of 8 x 5 metres, a cold water plunge pool. Within the swimming pool area there is a bar and facilities for grilling sausages, although the sight of

passengers holding a beer in one hand, a roasted sausage in the other while treading water in the pool would seem somewhat incongruous. There is also a solarium near the pool.

No Finn could contemplate a trip on board a ship without a sauna. On board the Finnjet there are three for passengers and others for the crew. Other facilities on board the ship include a children's play area, self-service shopping centre and boutique and a gaming hall packed with two racks of tightly packed one-armed bandits.

One of the main features of the Finnjet's facilities area is a large multi-purpose conference centre with seating for nearly 400 people which can be used either as one large conference hall or several smaller rooms divided by sound-proof folding partitions. At the heart

of the conference area there is a main congress room with seating for 124 people which can also be used as a cinema, with side rooms along each side of the main area capable of being used either as private meeting rooms or quiet lounges and reading room.

Finnlines are aiming to attract a large volume of conference and convention business to the Finnjet by providing every conceivable facility for companies and organisations to use. It is hoped that European, Scandinavian and United States companies will be attracted to the idea of a Finnjet convention.

Great attention has also been paid to avoiding pollution. As a result of measures introduced on the ship, no waste material will be discharged overboard and waste water will be treated in a specially constructed plant

on board with any remaining sludge being taken ashore while all solid waste from the ship will be taken ashore after treatment on the ship.

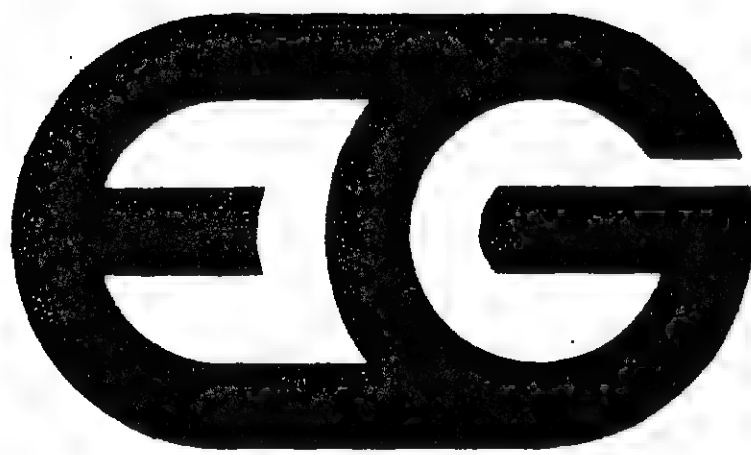
Those who have had an opportunity to sail on the ship's pre-delivery trial have been impressed by the lack of vibration and noise even when the ship is travelling at full power. The experience traditionally has been that when high power is combined with a fairly shallow-draught vessel, vibration and noise have been particularly noticeable in the after part of the ship. The Finnjet's designers carried out detailed studies and found that if the propellers were dropped slightly below the ship's base line, the pressure impulses from the propellers to the hull were reduced and it is claimed that the overall noise level will be low.

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Power pack derived from aircraft turbines

by Peter Hill

Up in the lighthouse bar, just in front of the distinctive twin funnels of the Finnjet, a group of passengers is climbing the spiral staircase to watch the lights of Helsinki disappearing into the night. The glasses clink and the conversation centres on the holiday in Europe which lies ahead. From the bar, similar in conception to the first-class lounge of a Junco jet, the passengers gaze ahead along the expanse of deck 10 of the Finnjet.

Ahead of them, on the bridge, the ship's master scans the Baltic through the ship's advanced radar. Clear of the restricted and tricky waters which lie at the approaches to the Finnish capital, the signals for full power.

Nine decks below the lighthouse bar a solitary figure sits surrounded by a battery of glowing lights in the control room. Behind him and the control room's bulkhead, two black pods encased in rectangular steel boxes, which can be seen only through small viewing panels, pulse with power. This is no ordinary ship. The twin engines are gas turbines each generating 37,500 horsepower to drive the Finnjet at speeds of more than 30 knots on its 22-hour voyage. The ship's first engine, a 5,500-hp turbine, is the first of its kind in the world. It was developed in Germany. Four of the Pratt & Whitney FT4C-1D1F engines would be needed to provide sufficient thrust for a 180-ft ship. The Finnjet's power pack has been developed.

Few merchant ships have incorporated gas turbine propulsion units, although many companies which have been engaged in the development of jet engines are now heavily involved in the development of marine versions. Marine gas turbines have been largely restricted to naval vessels, usually as booster units to provide extra thrust. The Finnjet is

the only passenger vessel to incorporate gas turbines. The designers of the Finnjet decided that there was no alternative to the aero derivative gas turbine when they began planning the project seven years ago. If they had selected conventional diesel engines the ship's displacement would have been increased by 3,000 tons and even more power would have been necessary to meet the tight requirements of the schedule.

It was a bold decision for, although the major aero engine manufacturers have done much development work on marine versions, few merchant ships have been built with gas turbine units. The amount of experience remains small although at 26 years since Shell first took the plunge and installed a 1,200 shaft horsepower gas turbine for one of four diesel engines on board the diesel electric tanker, Auris.

Later the diesel engines were removed completely and replaced by a single 5,500-hp turbine. In the mid-1950s, as Shell was experimenting with the Auris, an industrial-type gas turbine was installed on board the Liberty ship, John Sergeant, which had been converted for the United States Maritime Administration.

In the late 1960s the Soviet Union built a pair of gas turbine ships, the first pure-gas turbine vessels. But it was the United States which pioneered the marine development of gas turbines. The Finnjet's turbines are descendants of engines first incorporated into the American ship, Admiral William M. Callaghan, which was completed in late 1967.

It was the first commercial ship to use an aero-derivative engine, the FT4A, and which produced 40,000 hp. It was the fastest merchant ship ever built. The ship, a roll-on, roll-off vessel, with a cruising speed of 26 knots, was designed to transport American military vehicles to naval vessels, usually as booster units to provide extra thrust. The Finnjet is

Perhaps the most notable in



Working on the spare turbine for the Finnjet at Wärtsilä's power systems division at Helsinki.

terms of the development of the Finnjet were the quarter of Euroliner ships which entered service in the early 1970s, chartered to Sea Train Lines of New York and managed by J. and J. Deaneholm (Management) of Glasgow.

These ships used an updated version of the engines used to power the Admiral Callaghan and the two engines produced a total of 60,000 hp, each of them consisting of a marine aircraft jet engine acting as a gas generator for a free-power turbine. The Euroliner ships, all fast container ships, have a cruising speed of 26 knots.

At about the same time as the Euroliner ships entered service, the designers of the Finnjet were looking seriously at the prospects of gas turbines for the project and clearly the Euroliner series provided them with a useful

insight and practical test for their ideas. The engines which have been used in the Finnjet are a further refinement of earlier designs and are of an advanced type which operate at higher firing temperatures and make for greater efficiency. The fuel efficiency features of the gas turbine at sea have been one of the major factors behind the slow adoption of the engine by shipping companies. Aviation-type gas turbines have high fuel consumption—the Finnjet will burn about 600 tons of expensive clean marine diesel oil (similar to light heating oil) in a round trip.

While the cost and high levels of consumption are two disadvantages, the small amount of practical operating experience of marine gas turbines is another. But, on the other hand,

the Finnjet designers were aware of the low volumes of lubricating oil that the gas turbine units require and a major factor in determining the requirement for advanced and costly engines was the ease with which the gas generator section could be changed in the event of a breakdown. The Finnjet will carry a spare gas generator and in the event of a breakdown, the replacement can be undertaken by the ship's crew within six hours with the malfunctioning generator being repaired by the engine builders.

Nominal fuel consumption of the Finnjet's engines is 200 grammes a horsepower hour, but the ship has been designed to take account of further refinements in gas turbine technology and engines have been developed which will reduce fuel consumption by up to 15 per cent.

Lean time ahead for shipbuilding

When the Finnjet quits the outfitting berth of Wärtsilä's yard in Helsinki for its maiden voyage it will leave a void which will be hard to fill. For the past three years, the ship has become an increasingly familiar feature of the Helsinki waterfront but at Wärtsilä, as in other shipyards in Finland, a menacing cloud hangs over the industry.

The world shipbuilding crisis, with massive overcapacity expected to continue for some years ahead, is now beginning to be felt among Finland's shipbuilders. Finnish yards have not booked a new order for 15 months. Wärtsilä, the country's largest yard, did not secure one new order last year although recently the company's Helsinki yard secured a contract for a combined training ship and minelayer for the Finnish Navy.

But for the first time in 30 years the company has had to give notice of redundancy to some of its workers. At the Helsinki yard, which employs nearly 3,000 workers, about 350 workers will lose their jobs between now and August and at its Turku yard some 50 workers have been made redundant and a further 250 laid off. More lay-offs are inevitable at the beginning of next year unless new orders

are obtained in the next few months. Wärtsilä is also facing further difficulties with its order book. The Norwegian company, Fearnley & Ege, is facing a serious liquidity crisis and is engaged in talks with Wärtsilä for the cancellation of two of four contracts it has placed for liquefied petroleum gas carriers. The same Norwegian company wants to cancel an oil rig order it placed with the Manlyuots works of Rauma-Repoli.

The industry has also experienced setbacks as a result of strike action taken by members of the metal industries union in support of pay claims. Wärtsilä's new yard at Pernu near Turku has been hit. Rauma-Repoli's yard at Rauma has also been strikebound and more widespread strikes which could shut down the entire shipbuilding industry have been threatened.

Against the background of the generally poor demand for tonnage in the next few years, and the Finnish Government's traditional reluctance to launch special aid schemes for the shipbuilding industry (an attitude reinforced by the country's tight credit policy) there is already acknowledgment that some reductions in capacity may be inevitable even though the Finnish industry in general, and Wärtsilä's in particular, has concentrated on

the construction of ships with a high level of technological content and which have not been as badly hit as other sectors of the shipbuilding market.

Mr Tapio Forsgren, managing director of the Association of Finnish Shipbuilders, is among those urging the Government to adopt a more enlightened policy towards the shipbuilding industry and its problems by easing controls on credit so that the Finnish industry is able to compete more effectively with its international rivals. For the present no rationalization plan for the industry has been drawn up. But unless the climate changes dramatically he has no doubts on the outcome.

"If the industry is not able to obtain sufficient new orders soon then it is possible that there will have to be a 20 per cent reduction in our industry's capacity from the beginning of 1979", Mr Forsgren says. Last year the industry delivered 28 ships totalling 192,380 tons (22 of them in the Soviet Union, an important customer of the Finnish industry). In addition two drilling rigs were delivered from the Rauma-Repoli yard at Manlyuots near Port of British company. At the beginning of this year the Finnish industry held orders for 100 ships totalling, 1,540,000

tons; with seven oil drilling rigs on order with the Manlyuots works; two hulls being fabricated by Oy Neuvre at Naantali and a series of 56 barges being built by the Valmet company at Turku.

Faced with a reluctance by Finnish owners to order at home when they can obtain more favourable financing terms from overseas, the Finnish industry is attaching even more importance to securing orders from the Soviet Union within the framework of the trade agreement between Finland and Russia. But even there, the industry is finding things tougher than in the past with competition from other hard-pressed shipbuilding nations equally desperate for orders intensifying all the time.

Within Wärtsilä, with its yards at Helsinki, Turku and Pernu, the company holds 28 orders with a total value of 3,300m Finnish marks for delivery scheduled for 1979. The Turku/Pernu yards have orders for four products carriers for Greek owners scheduled for delivery this year and seven liquefied petroleum gas carriers for delivery between this year and 1979. Two cargo ships for a Venezuelan company are scheduled for delivery this year and a third next year while two cable ships for the Soviet Union will be delivered this year and next.

Once the Finnjet has departed from the Helsinki yard, Wärtsilä's production there will be concentrated on a series of icebreakers (for which the company has a worldwide reputation) for the Soviet Union, Sweden and Argentina with all deliveries scheduled to be completed before the end of next year. Wärtsilä, whose total turnover fell by 13 per cent last year from 1,639m Finnish marks to 1,442m Finnish marks with shipbuilding operations falling by 19 per cent to 977m Finnish marks, is adopting a cautiously optimistic view of the future based on a continuation of its policy of building vessels of a specialized type which other world shipyards have tended to ignore.

The company is a leading manufacturer of icebreakers, having delivered 31 ships since 1954 and the company also operates a special arctic design and marketing department which is continuously engaged in studies on transportation requirements for the arctic and antarctic regions. Wärtsilä has also built a considerable number of luxury passenger ships and cruise liners (the Finnjet being the latest in this category of ships) in recent years and has been involved in a modernization programme—which has included enlarging its building dock—which when completed will enable construction of ships to take place in a totally enclosed building hall.

Although the market is

Tradition at high speed

continued from previous page

can, powered by two gas turbines (with a third carried on board in reserve) was, on all the calculations, the only alternative which could be usefully and profitably deployed on the route in the next decade. The configuration also enabled the designers more than to double the average area per passenger on board the Finnjet compared with existing conventional ships on the route.

"The distance involved in the route is ideal for this type of ship and for gas turbine propulsion. It made the decisive difference", Mr Salmi says. But there were other considerations. If the company did not go ahead with a bold and ambitious project geared to the needs of the projected Baltic trade in the next decade it was bound to lose someone else would. The West Germans were the most likely contenders and given the expansionist marine policy of the Soviet Union there was also a chance that it too might embark on a venture.

It was against this background that the Enso board (the company is 51.9 per cent owned by the Finnish Government) decided in late 1973 to go ahead and sign a contract with Finnish shipbuilders, Wärtsilä. The decision was made as the full implications of the rise in crude oil prices charged by the Organization for Petroleum Exporting Countries were dawning. The validity of the Enso 250m fixed price contract with Wärtsilä was reinforced.

"The most extensive studies were undertaken and we were fully aware of the risks involved but all the calculations showed that if all went well during construction then we should be on the safe side", Mr Salmi says.

Today, nearly three and a half years after signing the contract, Enso and its Finnish subsidiary look forward to the future with optimism. During its trials earlier this year, the Finnjet surprised technical experts by exceeding the projected performance.

It recorded a top speed of slightly more than 31 knots (compared with the 30.5 knots called for in the specification) and reached it in just two and a half minutes, stopping in the same time within five lengths of its waterline length of nearly 213 metres.

Vibration and noise levels are much lower than expected and with its strengthened hull for travelling through the Baltic ice during the worst three months of the winter season, the Finnjet will coast along at more than 20 knots but instead of operating two day round trips will make the journey in three.

Enso executives then appear confident that their bold decision to go ahead with the project will pay handsomely. Less certain, however, is the outcome for Wärtsilä, the builder of the ship. If Enso had delayed a decision on construction of the Finnjet at present day prices the company reckons

that a similar vessel would cost double. Wärtsilä managers are understandably coy about answering questions on whether or not they will make a profit, emphasizing that a substantial volume of the components had been built within three months of the contract being signed. The steep rise in wage and associated overheads in the period of construction must have seriously eroded built-in profit margins. But while financially the returns for the shipbuilding may be small, the knowledge gained on such a venture will be invaluable in the longer term.

The Finnjet is a ship built for a specific purpose where speed and strict timetable with minimum amount of time spent in port at each end of the journey are essential features of the operation. The application of gas turbine technology has been limited since in most shipping sectors speed is not such an essential feature of the operators' requirements. Economy in operating costs is of greater importance.

Gas turbine applications in marine engineering have therefore tended to be concentrated mostly in naval vessels where quick turns of speed are vital to the effectiveness of a warship. In the merchant ship sector gas turbines have been used for some time on a limited scale, but clearly, over certain specified distances, the gas turbine could have important ramifications elsewhere in the world.

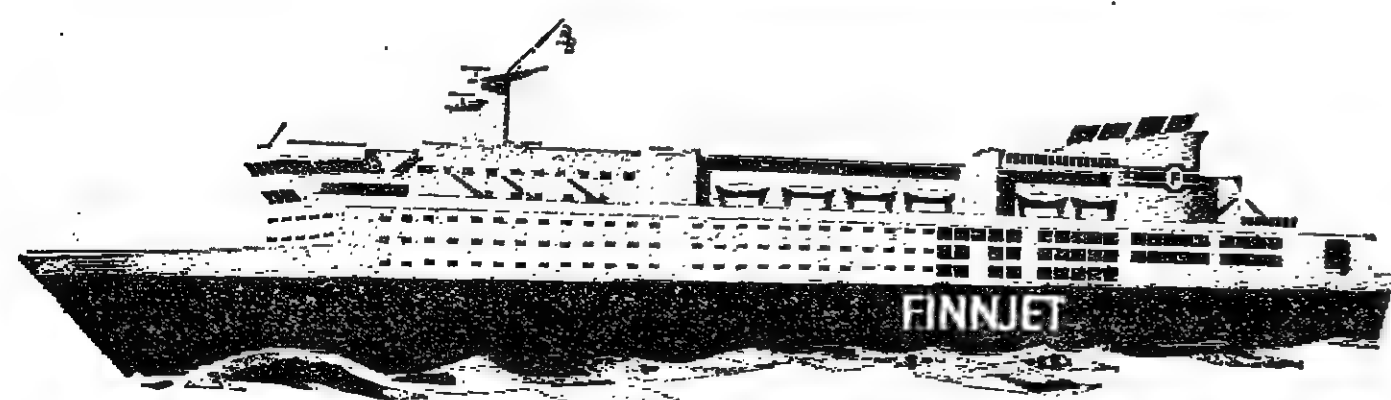
Some container ships have gas turbine units and as the technology develops to enable less expensive fuels to be used ship operators can be expected to carry out careful calculations of this mode of propulsion, particularly where sailing times on a regular service are crucial. The progress and experience gained from the Finnjet will be watched with rather more than passing interest by the marine world.

For Finland the introduction of the Finnjet heralds not simply an era of closer links with the continent of Europe but also a boost to the tourist industry. Man like Mr Bengt Pihlgrum, managing director of the Finnish Tourist Board, have been engaged in a protracted marketing exercise of the Finnjet for many months past and he sees the ship revolutionizing the country's tourist industry over the next few years.

"There has been a bottleneck on the Baltic trade for some time. The Finnjet provides us with new possibilities for attracting people from the United Kingdom and from all over Europe to Finland. With the largest passenger car ferry in the world, Finland will be able to show the map of Europe as a holiday location", he says.

The author is Industrial Correspondent, The Times.

Length overall	212.8 metres
Breadth	25.4 metres
Draught	6.5 metres
Gross tonnage	28,900 register tons
Speed	30.5 knots
Passenger capacity	1,532
Sailing time	22 hours Helsinki-Tampere
Return fare, A-class cabin, two adults	£184.30, low season; £187.30, shoulder season; £230, peak season



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FINLAND

£10m spent on harbour

by Donald Fields

Altogether the Finnjet has generated £10m of investment in new or improved harbour facilities. Other vessels will benefit, but the advent of the new ferry has given the decisive push to several bold projects by Finnlines and the public bodies concerned.

The investments include some £5m spent on a two-hall terminal on the east side of Helsinki's south harbour by the port authority. They wanted to call it Europa, but a committee insisted on the tongue-twisting name of the locality, Katajanokka.

Finnlines has excavated boulders totalling 11,000 cu metres in the rock to store 10,000 tons of fuel, at a cost of £1.4m; and the tip of an island has been blasted, obviating a tricky navigational manoeuvre in the approaches to Helsinki. The £900,000 cost has been borne by the State Highways Department. In addition, an extended terminal building and long glass-encased gangway have been erected by the port of Travemünde at a cost of £2.7m.

Considering the Finnjet's rigorous timetable (in motion 22 hours out of every 24), it might appear that all this frenzied activity has been primarily meant for a quick turn-around. But Mr Olavi Pykkänen, vice-president of Finnlines, refutes this idea: "I don't think two hours is a short time. Who said it was a problem?"

Nevertheless, the new facilities at Helsinki, where the Finnjet will take on all its fuel and 90 per cent of its other supplies, will largely prevent delays. Provisions will be swiftly loaded in containers from a cellar at appropriate deck level, and waste paper, bottles and cans accumulated on board will be speeded ashore. Cleaners will act with military discipline.

As a supplier Travemünde will match Helsinki in only one respect: fresh water. New pipelines have been laid at both ports for rapid replenishment.

Most effort has been devoted to embarkation and disembarkation of passengers. The new Katajanokka terminal, deemed of architectural interest, is a multi-pillared converted general cargo warehouse owned by the port authority.

In two respects Katajanokka is like an airport: arriving and departing passengers are completely segregated, and they are called on board by a public address system and flashing lights. Final check-in is an hour before departure, allowing staff to handle large parties and giving an effective boarding time of 30 to 40 minutes.

The system of filling passengers on board is thought to be unique: a two-level boarding bridge leading to decks 4 and 5 of the Finnjet. Smoothing the human flow, this provides 100 metres covered access from terminal to ship at the Helsinki end.

Travemünde presented bigger problems: the Finnjet's berth (No 6) is about 500 metres from the terminal. Passengers have been spared the irksome quayside walk in the raw Baltic air by a gangway enclosed within a glass tube. Approached by escalators, this structure is suspended four or five metres above the ground by stanchions placed 25 metres apart. The tube is also connected to ships moored in two other berths.

Mr Pykkänen recalls that Finnlines pondered three possibilities in Germany: Travemünde, Kiel, and Lübeck. "Although Kiel could offer us a pier in the middle of town it was a bit too small. Each option would have meant similar costs and port dues, so our long marriage with Lübeck and Travemünde, dating from 1962, proved decisive."

Finnlines praises the efforts by public authorities to accommodate its new ferry. Its propellers protruding 70 cm below its keel line, the Finnjet requires 9.5 metres of water. Dragging in Travemünde harbour and blasting at the entrance to Helsinki have produced the desired depth.

The decision to open up Katajanokka, thus concentrating passenger traffic on the south harbour and diversifying cargo elsewhere, was taken by Helsinki Corporation with little apparent prodding from Finnlines. The terminal has been leased to the company under a 10-year contract.

Mr Elias Muurinen, general manager of the Helsinki Port Authority, emphasises that the new two-berth passenger quay is not just for Finnlines. "Our traffic has been growing by leaps and bounds. From 560,000 in 1972, the number of pas-

sengers rose to 1,275,000 last year.

"A new ferry to Poland may go into service in 1978, and passengers for Tallinn and Leningrad could also be switched to the new pavilion, and the 60 cruises that call here every summer could use this side of the harbour, where docking dues are the same."

Clearly the Helsinki Port Authority, which receives more than 80 per cent of its £11m annual income from the goods side, hopes to recoup its new investment in reasonable time.

Besides paying almost £200,000 in leasing rights, Finnlines will incur standard dues for the 150 or so times the Finnjet docks each year. A total of 300,000 passengers would provide almost £90,000 in harbour tax, and cargo-handling for the ferry could be a money-spinner. In addition, the corporation calculates that each passenger brings £3 to the town through sundry purchases.

Helsinki clearly believes the German tourist hordes who, in their quest for Finnish nature, have saved time and money by driving up to Stockholm and then crossing to Stockholm will deem the Finnjet an attractive proposition in terms of Deutsche marks.

Helsinki after dark

The roving businessman's picture of Helsinki will largely be determined by the degree of flair for entertaining shown by his Finnish contacts. To judge from dinner tables in public places and the sight of local hosts chaperoning their charges from sauna bath to restaurant and discotheque and thence to night club, he could do very well—or be might not.

Nights out on the town often start early and end late. Opening at 8 am, most Finnish offices close at 4 pm (3 pm from June to August). Consequently, the foreign visitor can expect a 5 pm knock for the sauna, a call declined at his peril. Luxurious hotel saunas, though far removed from the authentic ones of the countryside, provide welcome invigoration for hard-pressed managers.

Regrettably, though, hotel masseuses—strapping women approaching retiring age whose dedication never overcomes the strict line of duty—are now a dying race.

Next comes a meal—unexceptionable for cuisine, decor and hygiene, but often served at small pace. Reindeer, bear, ptarmigan and a choice of rare berries are bound to come within the host's compass, but the range of delicious fish cooked with dill will delight any British palate.

Dining out frequently involves the perils of what are known locally as "dancing restaurants". In general, the merit of the dishes varies in inverse proportion to the loudness of the music (including the piped variety, about which Finns are most uncompromising). The best places manage with a solitary pianist, or no music at all, on the most palatable Finnish specialties. Considerate hosts might choose the view from the Palace or Kalatatorppa (the Fishermen's Croft), the impressive menus at the Klaus Kurki and Bellevue, or the quicker service at the Vankuna, Heperi or Palace grille.

Little chance of good conversation

Communication is not the Finns' strong point, and a visitor would be sorely pushed to strike up a rewarding conversation with the local intelligentsia. Since the closing of two other distinguished establishments, Fazer in Kluuvikatu is perhaps the only central restaurant where you see people talking animatedly.

There are a few places with bohemian pretensions ("bohemian" often being synonymous with "inebriated"), while the Old Student House is a congenial point for naive Stalinists (in contrast to the nationalistic sabre-rattlers of grandfather's day). But the true live-wires are rarely seen outside their own homes or the occasional publisher's party.

By 10 or 11 pm, therefore, the options are narrowed to dancing and cabaret, with the allure of the opposite sex as the carrot out-matching the stick of sweaty gyrations, deafening percussion and mediocre acts. In such circumstances friendships have been struck up between British men and Finnish women, and a modicum of Anglo-Saxon politeness can be a welcome antidote to many Helsinki belles as their own swains succumb to an after-midnight bout with the bottle.

For visitors not on an expense account, Helsinki—

per unstrained nerve and hour by the lakeside. For those impatient to reach their holiday idyll, there is a bus from Katajanokka to the Finnair terminal.

Ample dockside space has been assigned to cars, buses and juggernauts embarking on the ferry, but what difficulties can 300 cars suddenly disgorged at 5 pm bring to Katajanokka island, which is linked to Central Helsinki by a solitary bridge? Few, the authorities claim, since the rush-hour ends early, the bridge has been widened, and policemen on point duty will keep the traffic moving.

Travemünde, uncluttered by comparison, has attracted an autobahn almost to the harbour.

But granted the excellent turn-around provisions, could not some unexpected human or mechanical failure shatter the Finnjet's tight schedule? Finnlines does afford itself a 24-hour breather once a fortnight; its special machine shop can overhaul the spare engine, which can be fitted in six hours; and it discounts the likelihood of sudden strikes.

As Mr Pykkänen says: "Of course there are risks. We take a total risk with the weather. But we keep moving."

Olavi Pykkänen and Vesa Makela are men with very different jobs but they share a common interest in the Finnjet.

Mr Pykkänen, an articulate man of 41, has a business background and has been with the project since its conception. He is credited with having demonstrated that the venture was the only way in which Finnlines could fight off the inevitable attack from the Hansa ferry service.

Mr Makela, 10 years younger, is a skilled fitter engaged in installing the equipment in the engine room of the vessel at the Helsinki yard of Wärtsilä.

Mr Pykkänen joined Finnlines 14 years ago and is the company's vice-president in charge of business planning and technical development. It was he and his team who appreciated the benefits which could accrue to the company from a high-speed service on the route. His interest in the possibilities of gas turbine propulsion was aroused by a report on the operations of the American ship, Admiral William Callaghan, which was the first commercial merchant ship to adopt this form of propulsion.

The decision taken to go ahead with the project did not endear Finnlines to some sections of the Helsinki public. There were objections from people who lived near the site of the terminal and close to where the company planned to construct its fuel oil storage tanks.

"It was clear that unless we went ahead with this development we would not have the ability to continue with conventional ships because of the cost structure," Mr Pykkänen says. As things turned out, however, he and his fellow planners have been able to turn up a cost structure with rates which are in some cases up to 15 per cent lower than a year ago.

"Genuine English pubs" should be approached with caution, since generally they merit neither the adjectives nor the noun. The only bar that really resembled a pub went the way of the Mikado restaurant to which it was attached—up in flames. The ill-fated proprietress has still to decide whether to invest in a new Mikado.

As if the dearth of meeting-places were not enough, a neo-puritanical wave is sweeping Finland. Backed by much vacuous moralizing, a campaign has been launched against drinking and smoking. It looks counter-productive: smokers, now deprived of ash-trays in public places, stub their cigarette ends into carpets; and drinkers, still convinced that a bottle once opened should not be closed, can hardly break the habits of generations overnight.

The abstemious visitor will suffer a rude shock if he orders a small scotch or the occasional pint: alcoholic beverages, apart from wine, cost two to three times as much as in Britain, ignoring possible repercussions on the tourist trade, the authorities insist that drink prices be tied to the overall cost-of-living, which means more increases are imminent.

But inflation, Finland's Whitehouses, and dreary restaurants are not the most important aspects of Helsinki. In peering through the nose it is easy to overlook the general quality, cleanliness and style available everywhere. Two Swiss surveys have indicated that hotel rooms and dining and service (excluding tax) are cheaper than in most financial centres. Against a base of 100 for Zurich, indices of 66 for a hotel room and 80 for a main course were allotted to Helsinki.

The city is a fascinating blend of continental and maritime influences. It reflects the strong artistic urge of the distinctive nation around, and there is a genuine desire to be hospitable despite awkwardness in communicating. Some places worth visiting are Finlandia Hall, where the Helsinki Final Act was signed (how final will soon be seen in Belgium), and where two good orchestras give fine concerts in season; the parliament building, whose granite walls somehow epitomize what takes place inside; the Lutheran Cathedral, a green-domed wedding cake of a building and splendid foil to the minaret of the Orthodox equivalent close by; and the town hall, part of the magnificent official block designed by the German pioneer of new Empire architecture, C. L. Engel.

The white, buff and light green-blue facades descending towards the sea produce one of the finest townscapes in Europe. Clinging to the quayside is the marketplace, where monarchs and presidents walk about and jovial stall-holders show that ordinary Finns (as opposed to a small proportion of officials on an off-day) have scarcely a trace of xenophobia. This ready welcome for foreigners is one of many aspects of Helsinki that make a trip to the "white city of the north" worth while.

D. F.

Common interest brings different skills together Teamwork meets the challenge



Mr Olavi Pykkänen (left) and Mr Vesa Makela.



The decision to use gas turbines was taken in December, 1973, at a time when the full implications of the oil price rise were only just beginning to be appreciated. Mr Pykkänen and his team studied four possible ship types for the route—including a conventional ferry which would do the trip in four days—before deciding on the Finnjet.

A key factor in the decision, he says, was the fuel consumption per passenger mile. Given a quicker turnaround time and much higher use of the ship in terms of passengers carried, all the calculations confirmed the economies which the route offered to the company with a jet-powered ship on the route first.

"I am certain that the gas turbine has a great future in specific areas of the shipping business—container ships

and roll-on, roll-off ships. It is a simple engine which can be quickly overhauled and the initial cost is less than a medium-speed diesel engine. In the case of the Finnjet, diesel engines to achieve the same results would have cost Fmk20m more than the turbines," he says.

The running costs are higher, both in terms of the volume of fuel consumed and in cost relative to other forms of fuel oil, but Mr Pykkänen and his colleagues have ensured that the Finnjet will be able to take advantage of the further refinements in gas turbine technology which reduce fuel consumption.

"All ferry operators are faced with the same cost structure problems," he says. "The only way to overcome them is to carry more passengers at the same price but at much greater frequency. It is simply a

case of improving productivity, as in a factory.

"I cannot see that we shall be the only people operating a ferry of the Finnjet type in the future. Ship design is no longer simply a question of design, it is a question of design for a complete transport system."

Mr Makela's preoccupations, however, are not those of strategic planning but are of a rather more short-term nature. Like the rest of the world's shipbuilding industry, the Finnish yards are feeling the effects of recession. Some of his colleagues at Wärtsilä's yard in Turku have been laid off this year because of the low level of orders in hand—others will follow if no new orders can be obtained.

Mr Makela was among the thousands of Finns who have left their country in recent years to obtain employment elsewhere, notably in Sweden. He went to Italy and worked with Montecatini Edison before deciding about 18 months ago to return to Finland "to see if it was as bad as it was when I left". Inflation has been high, unemployment has risen to record levels and industry, including shipbuilding, is being plagued by a spate of strikes in support of wage demands.

But despite the problems, Mr Makela says that the installation of the gas generators on board the Finnjet has been interesting work.

"Once the ship is finished the future does not look very bright," he says. "I do not know what the future of this kind of vessel will be and naturally there is a fear that we shall lose our jobs if the yard cannot obtain more orders."

P. H.

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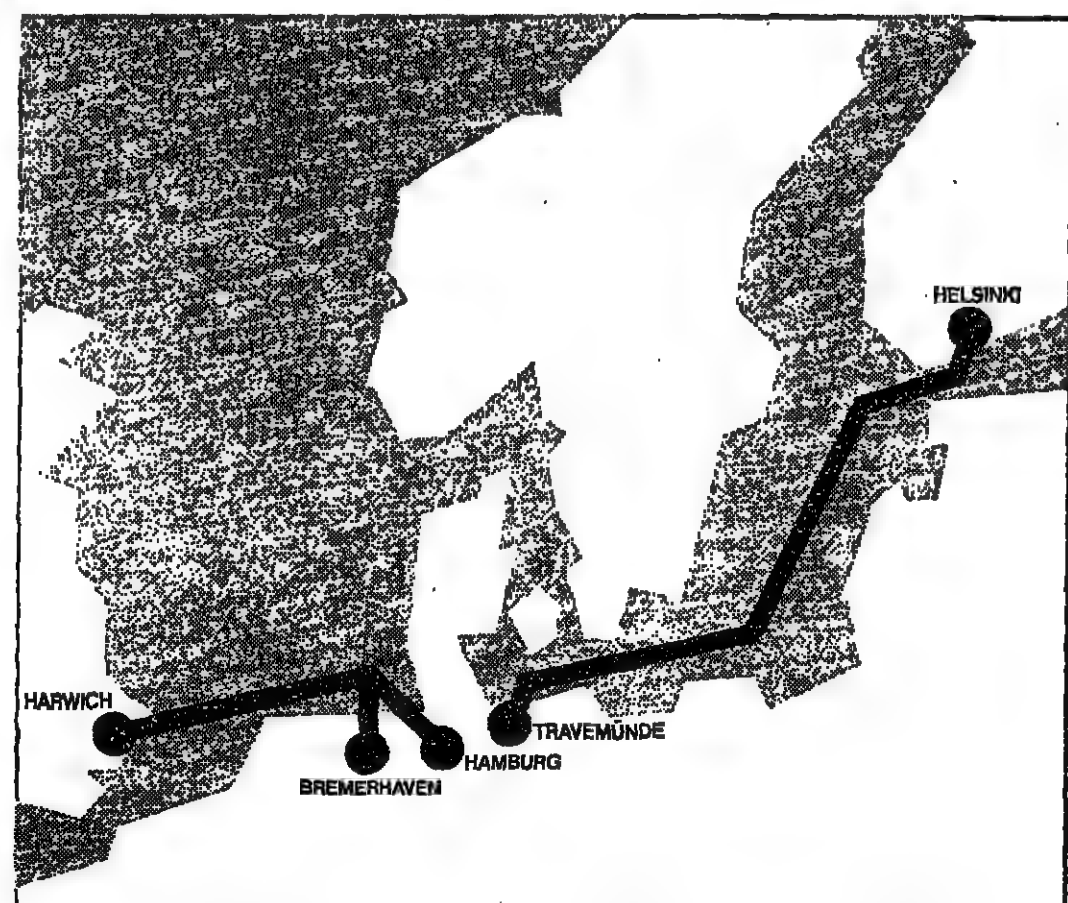
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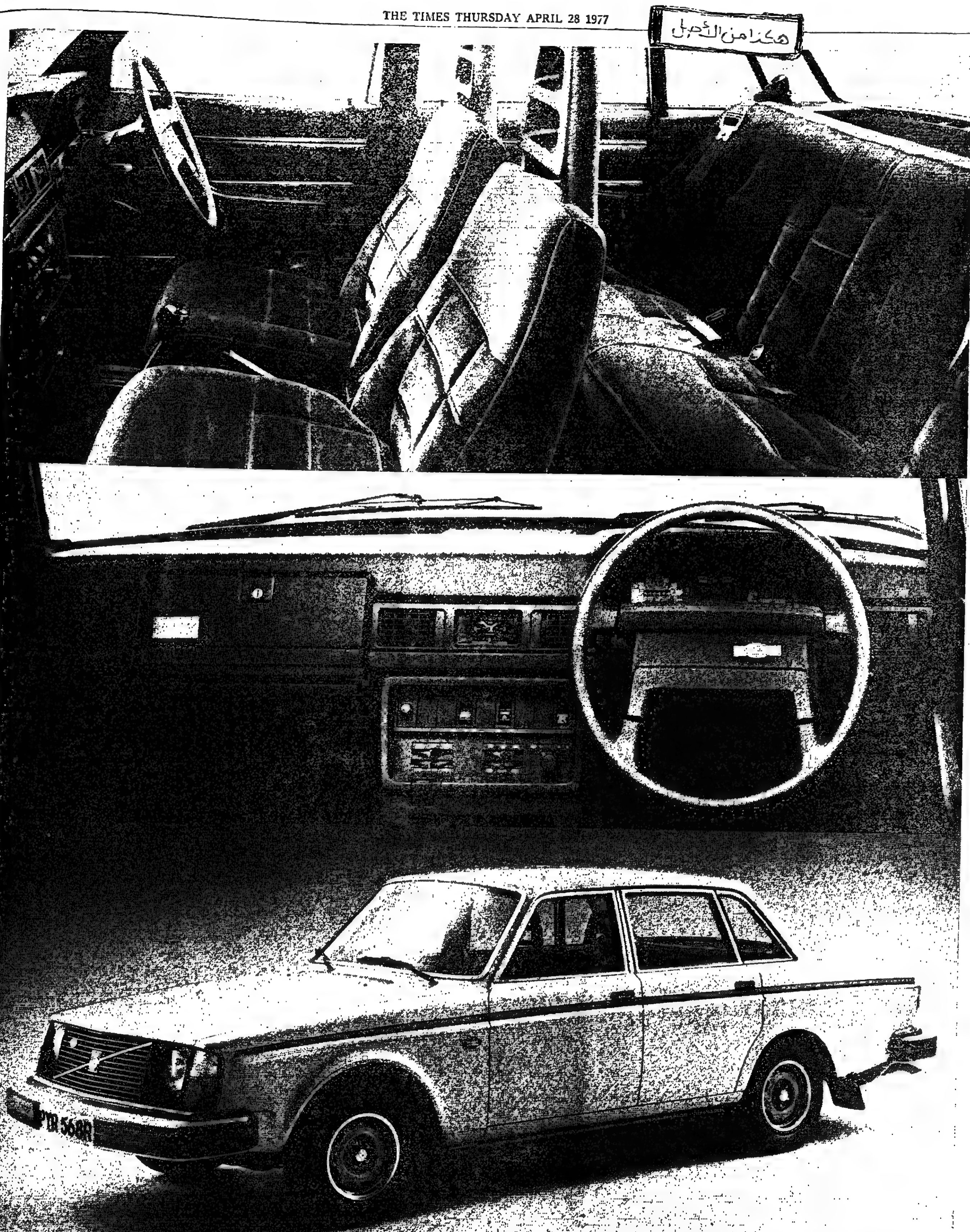
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Ronald Butt

Whatever happened to the great education debate?

Everyone I know likes Mrs Shirley Williams. People who have never met her like her and approve of her because she talks so modestly, unprovocatively and sensibly. She also wears such sensible clothes and has that slightly rumpled look of a certain upper middle class sort which gives the impression of someone who has just rushed in to make a quick political speech in the middle of bottling the fruit.

What could be more reassuring for everybody, whatever their station in life? As for the people who have met her, they are almost invariably bowled over by her ability to make everyone who talks to her feel that they matter in a really special way. Few problems arise, so far as I know, from any arithmetical calculations about how much specialness can be spread around while still staying special.

You will remember all that philosophical stuff of Bishop Berkeley's about the non-existence of material objects except when they are perceived, and rooms that cease to exist when you go out of them. Well, Mrs Williams by nature has that enviable political gift of making it seem that the room didn't exist until you came into it.

Together with boundless energy and faith in the efficacy of political activity, this makes very formidable political equipment, besides which Mrs Williams holds almost all the approved moderate radical ideas which win the conscience of what we might call Guardianism: she is passionately pro-European; Gaitskillian; anti-nationalist; sound on

immigration, as well as pro-comprehensive school.

Who better, then, now that public opinion has forced the Government to note at last the concern of ordinary people about the state of public education in Britain, to take on the task of steering what is called the national debate on the subject?

Who could be as well equipped to attempt the impossible job of reconciling the amour propre of the organized teachers and educationists with the misgivings of parents, employers and ordinary citizens?

I cannot think of anyone better able than Mrs Williams to get away with saying, or rather half-saying, some of the things about standards and methods, and even school organization, which when they were first uttered by these dreadful original Black Paper people, poor mild Professor Brian Cox and Mr A. E. Dyson, evoked the angry laughter of every respectable "educationist" and which, in the mouth of that other Black Paper villain, Dr Rhodes Boyson, evoked contemptuous progressive muttering about Doherty's Hall.

For a brief moment, it looked as though Mrs Williams was going to make all these gentlemen respectable.

Mr Callaghan, soon after becoming Prime Minister, was quick to grasp the depth of public concern about education and authorized Mrs Williams to start the debate which has led to organized debates on the curriculum, teaching training and the relationship between school and working life. All this is

leading towards a Green Paper, which will be published in June or July. But then what? What will it say?

When she spoke to the recent annual conference of the National Union of Teachers, Mrs Williams received, as my colleague Tim Devlin reported, a prolonged standing ovation, despite the unusual hostility of the conference to the Government on account of the consequences of its financial policy.

Why? Because Mrs Williams "weighed" into the education service's detractors", attacked the recent Faraday School television programme as not typical and accused the latest Black Paper of being partisan and light on practical solutions.

This was what the teachers wanted to hear but Mrs Williams could give them even more comfort. A distorted and negative view of education, she said, was being peddled in some quarters which refused to note the increasing examination passes—a point which wholly ignores the fact that, within the totality of examination entries and results, there are grave reasons to be concerned about the performance in the really disciplined subjects of languages, mathematics and sciences.

Now all this raises a serious question. What precisely is the Government going to suggest should be done, as a result of the educational debate? An approach which seeks to disarm the Black Paper authors by preempting the debate that they started, and then denies any credit to the same authors (who have over the years included some eminent academic figures) is not going to get us

far in the substance of the matter.

I fear that, in the end, the Callaghan-Williams approach (and perhaps this is its purpose) is more likely to result in talking us into accepting that, after all, nothing much needs to be done than to achieve constructive results. It will be the first time that politicians have talked an embarrassing problem into the ground.

Mrs Williams ought to be asked why, if the Black Paper analysis of the situation (leaving aside solutions) is not more or less on the right lines, the Government needed to have this debate at all?

The answer is, of course, that as more people have come to see the practical consequences of using education as a tool for social change, their concern has forced the Government increasingly to re-examine its opinions.

Teachers too are more and more conceding that too much has been expected of them as sorters-out of the social problems that arise from the existence of children with less ability or less advantages than others.

More and more of them individually, whatever their organized spokesman say, have come to see that the role created for them by the educationists and the politicians has been to the disadvantage of many of the most teachable children.

Fundamentally, this is a problem for the Labour Party but the waters are also muddied by the conflict of interests in the teaching profession and by need of the Department of Edu-

cation to square circles and please everyone. So the DES and its ministers take refuge in the thought that statistically there is said to be no respectable evidence about standards. But then why the debate?

Then although Mr Callaghan raised hopeful questions about what is called the core curriculum, Mrs Williams has since taken flight from any suggestion that the Government should "impose" a curriculum on schools. The rationale for this is, apparently, that when you get down to it there are very few schools which do not offer the opportunity of basic English and mathematics and perhaps a language.

Ah yes! Perhaps very few. But should there be any? And if there was no problem, what are we debating and who is to have the responsibility of setting our guidelines for the curriculum and enforcing it?

Then there are the problems of truancy and violence. These worry a lot of people. But as specified subjects they were carefully left out of the recent Government-sponsored debates (though other subjects touched on them) on the grounds that what is shocking to one teacher is more or less acceptable as manageable or containable by another.

It is probably a bit hard for children who have teachers who are unshockable in these matters but once again, the problems can be wished away as unquantifiable. In any case, the DES has come to the conclusion, as a result of its own enquiry, that truancy and violence are minor problems. So all the problems, in the

end, turn out to be minor ones, and all the difficult schools to be special cases in special areas. But did not special cases always exist and was their speciality always deemed an excuse? Besides, has not the Government's deliberate restructuring policy, which has destroyed good schools in difficult areas, made life more of a problem for talented children in those areas without doing much for the others?

No doubt, we shall have a few changes at the edges of the educational morass. Mrs Williams will be able to contribute a few more such singular interventions as the one about the "profoundly unsatisfactory" nature of small sixth forms struggling to provide a limited number of "A" level courses, though I could take her to a small (independent) school with a small sixth form which provides more scope than many of her biggest ones.

We shall also have something, no doubt, about teaching methods. Subtle means may even be devised of ridding the state service of some of the bad teachers taken on during the boom. But I fear that too many interests are now vested for much change to be in prospect.

The Green Paper's edges look like being viridian. There is too much of an urge on the part of the Government to face both ways to encourage much hope of radical educational reform. As usual, we shall be reassured that the powers that have made no fundamental mistakes. The Government has discerned a political problem and it is giving it very high quality political treatment.



Mr Papadopoulos: "Something went wrong."

The black line that bars the way to a Cyprus settlement

A look of pained surprise passes over the face of Mr Tassos Papadopoulos when he is asked what went wrong at the latest intercommunal talks on Cyprus at Vienna. He was a Greek Cypriot negotiator there.

Something went wrong after the meetings between Archbishop Makarios and Mr Denktash, the Turkish Cypriot leader, in Nicosia, he says. "They agreed that both sides would discuss 'meaningful and substantive' issues in Vienna. Our side had several meetings with Mr Peres de Cuellar, Dr Waldheim's United Nations representative here, before the Vienna talks started. In order to avoid any misunderstanding, because I am an old hand with the Turks, I tried to define 'meaningful and substantive' with Mr de Cuellar, who took this up with the Turkish side."

Mr Papadopoulos produces a document in Mr de Cuellar's handwriting, which contains a message from Mr Denktash dated March 16, 1977. It says: "We are working very hard. At Vienna we shall not simply comment on the Greek Cypriot proposals on the territorial aspect but shall discuss them in full substantively and meaningfully perhaps even leading to discussion at Vienna of TC (Turkish Cypriot) counterproposals."

Mr Papadopoulos describes how he took to Vienna the map containing the Greek Cypriot proposals for the future division of the island. Dr Waldheim, the United Nations Secretary-General, was present at the start of the talks.

"I went to Vienna," Mr Papadopoulos says, "in the sure belief that something would be forthcoming from this meeting. On the second and third day at Vienna, it was obvious it would not work. On the second day, Mr Onan, the Turkish Cypriot negotiator, said: 'Your map is unacceptable to us.' Then he took out of a briefcase a speech which Denktash had made a year ago. He spent an hour and a quarter reading this voluminous speech. The funny thing is that Waldheim had a copy and so did one of my advisers. She turned the pages while we sat there and followed the thing through. I told the UN observers that something was going wrong."

The Greek Cypriot map is on view at the information office of the Turkish authorities in Nicosia. Mr Husein Suleyman, one of the Turks delegated to deal with press inquiries, invites visitors on to the balcony of his office and opens the map.

The proposed Greek Cypriot border is marked in black ink and runs from east of Morphou (at present in Turkish hands) to Nicosia, cutting off Nicosia airport and giving the Turks only the section of Famagusta which they occupied before the Greek army's arrival in 1974. Then the line turns on to a surprising north-eastward course, giving the Greek Cypriots control of a road right up to the eastern panhandle and including some of the northern coast. All the latter is currently occupied by the Turks.

Mr Suleyman points to the Kyrenia Mountains which can be seen from the balcony. "I went up there with my wife for a picnic the other day," he says. "I told her that if the Greek Cypriot map was accepted, we'd have to start looking for a new house. In fact, the Greeks want all the best land back, leaving us just poor land and rock, and some of the northern coast."

Mr Rustem Tatar, one of Mr Onan's advisers at Vienna, makes much the same point. Before Vienna, both sides agreed that the Greek Cypriots would put forward a map which would satisfy the conditions of the talks—the territory was to be discussed in the light of economic viability, security and land ownership. We saw the map as a claim for 50 per cent of the land we held now. The Greeks claim 20 per cent of the land that contains 85 to 90 per cent of our economic resources in the north. The map is so snaky that the border is 130 miles long. It is artificial and very insecure."

The history of the 11 years of mistrust of the Turks by the Greek Cypriots—Mr Tatar's description—is a recurring theme. Mr Tatar says: "We want control of our own security—that was what Mr Denktash explained in the speech that Mr Onan quoted. We do not want a strong central government, like the Greeks propose. We said at Vienna that after a time when the Greek Cypriots prove they can be trusted—then the power of a central government might grow."

"They say our ideas of a confederation are no more than a treaty between two states, but the Turks have a state in Cyprus now. The Greeks want to carve up a small, barren area for us, to treat us like Red Indians and put us in a reservation. We will not live in a state where one side dominates the other, as it did here in the past."

Robert Fisk

As China drags itself away from ideology, the first signs of democracy could be showing

The May 4th movement of 1919 lived in the minds of a generation of Chinese intellectuals the nationalism that was to carry them forward over three decades. All that actually happened on that day was a demonstration by university students against the weak Chinese government that had accepted the clauses in the Versailles Treaty awarding to the Japanese the territorial rights in China that they had seized from the Germans.

The outbreak marked a new confidence in Chinese nationalism and the modernization of China by the Chinese themselves. Ever since it has been known as the five-four movement (fifth month fourth day). Looking back over events in China in the past year could it be that the events of April 5, 1976, will give birth to the five-four movement? That was the day of a massive demonstration in Peking in honour of the departed Chou En-lai and unmistakably in rejection of the cultural revolution and its legacy of disturbance; even in many minds a vote against Mao. Were those who demonstrated then striking a rare blow for democracy and representative government in China?

Such seeds of protest and affirmation were there, certainly. But if one asks questions about democracy in China it is as well not to be too sanguine. A civilization like China's, so different from our and so much older in its ways, will not easily shed deeply embedded habits or find it easy to domesticate new ideas.

It was Europe that invented individualism, and Europe that evolved democracy: the two go together. I think, therefore, I say what I think, whatever I mark the ballot paper with a cross. In China, neither individualism nor democracy has ever surfaced, nor does either show the slightest sign of influencing the way Chinese society is governed. The very word individualism trans-

lated into Chinese carries an inescapably pejorative sound.

But of course communists have shown themselves to be sensitive on this point. They spurn western democracy and claim to have their own, sounder form of representing the people's will. "Democratic centralism" is the phrase behind which this spurious democracy is supposed to operate. It is scarcely worth examining from the standpoint of a western democracy. It may be distinguished from other than showing that lip service is paid in Peking, too, to the word democracy.

What is worth examining is whether or not the means whereby the "proletarian dictatorship" is given effect contains within it any democratic core whatsoever: namely what kind of democracy exists within the Chinese Communist Party? For this purpose the first six congresses of the CCP, held from 1921 to 1928 when it was under varying degrees of Soviet Russian domination, may be disregarded.

The first congress that mattered was the seventh, held at Yenan in 1945, at which Mao Tse-tung's domination of the party was formally acknowledged. In the party constitution then adopted it was declared that "leading bodies at all levels are elected". But they were not, in the no doubt difficult conditions of that guerrilla revolutionary headquarters. Hsieh Fu-chih, one of the small handful of senior party members who supported Mao unreservedly during the cultural revolution, in a speech in October 1967, when the ninth congress was being planned, admitted that those who had attended the early congresses of the CCP, including the seventh, were not elected but appointed. Only at the eighth congress, he revealed, had delegates been "elected from the bottom upwards."

This congress was the first to be held after the CCP had won power in China in 1949, a



Chairman Hua: A new hairstyle like Mao's, but he is not following Mao in everything.

congress at which the dominant figure had been Liu Shao-chi, his close supporter. The Teng Hsiao-ping, who was a congress where Mao ran into opposition but had to compromise. It was the congress at which the elected central committee was the one later to be attacked by Mao for its revisionist trend. It is often now forgotten how

much more open government was in that era before Mao pressed his own revolutionary ideas in the great leap forward and later in the Cultural Revolution.

Thus when Mao called a central committee plenum in August, 1966, before picking out the party groups that he was determined to oust in the Cul-

tural Revolution, he contrived that nearly half the members were not even present and many of his own choosing had been added by some means to those who did meet. Even then there was considerable opposition. So much so that, as Hsieh Fu-chih also admitted a year later, Mao might have found himself faced by a hostile body at the ninth party congress unless lists of delegates were prepared in advance.

What then had happened to the "mass line"? "We should believe the masses, depend upon them, and respect them," said Hsieh. "However, if we indiscriminately accept and put into effect every opinion of the masses regardless of its correctness we are not really following the mass line but are blindly trailing after the masses. The correct attitude we should adopt is that whatever conforms to Mao Tse-tung thought should be resolutely supported and whatever is contrary to Mao Tse-tung's thought should be strongly opposed."

Chou En-lai, leaning more than usually to Mao's side, remarked: "Let us not hold ballots. Let us hold consultations. Balloting is a bourgeois thing," while one of Mao's more ardent supporters was more frank. "If it depended on balloting our communist party would not have been victorious. From the start revolutionaries are always in the minority." But when they are ruling? Certainly by the end of the Cultural Revolution Mao was even more in the minority in his own party than he had been 15 years earlier.

The party constitution adopted when the ninth congress was finally held in April, 1969, abolished election of delegates from the bottom up. It was decided on the basis of the radical leaders last October, a struggle that has left China pitted with disorder and damaged by discipline. The strengthening of the radicals in the party's political bureau from three to four by the addition of Wang Kang, a radical, must be attributed to Mao alone.

As China slowly drags itself away from this stupid ideological battlefield, what can we expect of democracy at least in the CCP? Mr Teng Hsiao-ping was directly concerned with the organizing of the eighth congress in 1956, the only one in the party's history elected from the bottom upwards. If he returns to an important position, he may urge a return to the 1956 method of elections.

Of Comrade Hua, we now nothing. His ascent to power was certainly not by any kind of election. Until we are told about the meetings supposed to have been held in Peking in recent weeks (an enlarged meeting of the politburo?) a plenary session of the central committee? we shall have few clues. Only when the CCP organizes its eleventh congress shall we know whether democracy will govern its membership and methods. If that happens, how soon may the party that democracy germinated in China's alien soil?

Richard Harris

The Times Diary

Over 80, she still battles on

Fifty years ago Dora Russell was Bertrand Russell's wife. It was unfortunate for her, she says, that he, whom she found frail, in need of sensible care and at one time of nursing through a desperate illness, should have lived so long after their parting. Only now is her first volume of autobiography, *The Tamarisk Tree*, written since Russell's death, appearing in paperback. In her mid-80s she is hard at work on the second and third volumes to follow.

An earnest free lover, whose marriage foundered at the birth of her second child by another man, she says she has never changed her feminist principles. "My life," she says with some emotion, "has been completely logical". She still believes that only women can save the world from advanced technological disaster, an argument she set out in books 50 years ago. But she admits things have not gone as she expected when she was young. "I still believe in free love, but I am shocked at teenagers having sex as if they were just eating their dinner."

"I do not regard that as liberation. Women are being tempted to treat sex like men do, but any relationship that is to go deeper than promis-

cuity has to involve love, respect, understanding and at least some interest in the same sort of things."

Now is she enthused at seeing women nearer positions of great power. "Take Mrs Thatcher," she cries indignantly. "She is only an artificial man, a plastic woman. She has entered so completely into the man's world that she has just become part of the male political machine. Women should be aiming to use their physical and biological values to change the ultimate objectives of our society, not just to get equal pay and equal rights."

She thinks the advanced industrial nations may be doomed by their machine-minded and competitive male domination. "It may just become too difficult and too much bother to have children. Women imitate men in their careers, and can have sex and marriage without children."

"Why should they bother? Children are the least valued commodity in our society, but what really matters is not industrial productivity but what sort of human beings are we going to produce that?"

She is still a vigorous supporter of good causes, and

cherries with delight in recounting the latest snooks she has cooked at her favourite target, the *Express*. She was, she says, at one of John Tyme's anti-motorway demonstrations, against the Hayle bypass near her home in Cornwall, and protesting against representing other people's nuclear waste at Windscale.

But she likes President Carter, a little more optimistic about the future of the world than she has been for some time, and is thrilled to be published in paperback by the feminist publishing house, Virago. "It's a good fighting title," she says.

The condition of British Leyland is sadly reflected in a frank full page colour advertisement which the firm placed in The New Yorker for 'The Triumph Spitfire'. It read: 'Save an endangered species. Bug one.'

Singalong

A revival of a unique Chinese craze has hit Hongkong's tea-houses, back alleys and resettlement areas: betting on marathon bird-singing. Birdcages enclosing singing finches, thrushes and robins are placed side by side and the birds are persuaded to whistle and chirp in non-stop rivalry. Gamblerly gather and lay their bets on the bird which will outlast its rivals. Bets range from £2 to more than £10 and the winning birds' owners collect an average 20 per cent of the turn-

over, in addition to their individual side-betting.

Each chirping contest usually lasts from 15 to 20 minutes. The reputed Hongkong champion is an unbeaten thrush, known irreverently as "Madam Mao", which is claimed to have set a record of 35 minutes of unbroken chirping, continuing solo for more than five minutes after her runner-up subsided. The contests have raised the prices of thrushes, finches and robins in traditional Chinese bird-shops to as much as £40.

Expo 77

The silver jubilee will be marked by the first exhibition to be held in Hyde Park since 1851. The giant white marquee in which it will take place is less ambitious than the Crystal Palace, but the organizers hope that the contents will be as stimulating.

When I heard that they would include yet another model of the dreadful Concorde, my heart sank several degrees but some of the other exhibits sound jolly enough. Only 31 companies and organizations will be taking part, but they include some of the country's largest.

BP are supplying the marquee, the one inside which the Queen inaugurated the Forties oil field. And BP's own exhibit promises much. It will be a mock-up of their Alaskan oil field, complete with icy temperatures and howling winds. Visitors will be able to simu-

late walking through an atomic reactor, going down a coal mine and flying in a hot-air balloon. There will be exhibits of fashion, furniture, drink, toys, crockery and other British products.

Courtaulds will present a scale model in Lego of the Horse Guards Parade during the rooping the Colour. Marks and Spencer will show off their export achievements: I expect to be approached any day now for the loan of some of the more historic garments in my collection of their menswear. The exhibition opens on July 1st and will run for nine weeks.

It was bad enough for travellers from France last month to have their journeys disrupted by a strike on the ferry from Dunkirk. But it was cruel of French Railways to rub salt into the wound by declaring, on the leaflet announcing alternative travel arrangements: "We hope that the substitution solution will limit the annoyances at their maximum."

Gentle fun

A less formal celebration of the jubilee took the regulars of the Peacock pub in Maiden Lane by surprise on Tuesday night. It was the first performance of *Cargi and Bess*, a new play by the Covent Garden Community Theatre, who take their shows round pubs in the area. The players had to compete with the sound of Mrs Thatcher

Upper Parts Disposed Of

This unusual service is advertised in Baker Street, London, where it was photographed by R. Cockedge of Northwood, Middlesex.

being interviewed on the television set in the public bar, and a particularly noisy game of dominoes among the waiters from Rule's restaurant at the other end of the saloon.

They did so with some obvious jokes, loud songs and a performance of the national anthem sung backwards, which drew some applause. What the audience liked best, though, was a training course for royalty which involved lessons with hand-shaking machine and in reacting with regal graciousness to a custard pie in the face.

The thesis of the performance was that royalty have to be specially trained so that when they do ordinary things it will appear remarkable. And non-archaic? The pub customers did not think so. "It's just a bit of fun, isn't it?" said a man sporting a red carnation. "And very tuneful too."

Secretive

Bob Huntley, former head of the Scotland Yard bomb squad and now security adviser to the BBC, still looks under his car and opens his mail with care.

But there were no bomb threats when he held a party in London yesterday to launch his autobiography, a crisp account of his years as head hunter of the IRA in Britain.

Bomb Squad has been ghost-written for Huntley by a journalist, and was carefully vetted by the Yard before publication. "They did not take out much, but then I knew what could get away with," said Huntley. "There are one or two secrets still untold."

The book tells little about the man himself. "I like a drink and a game of bowls; that's all you need know about me." Huntley thought his greatest triumph had been to apprehend the Old Bailey bombers, and his greatest disappointment was not to have caught up with Cieran McMorris, now on trial in Dublin. Speaking generally of his career, he thought he had made a substantial contribution to the curbing of urban terrorism.

His party was well attended by senior Yard men, including the present head of the bomb squad, Jim Nevill, and an array of deputy and assistant com-

missioners. A notable absentee was Roy Habershon, now a commander in charge of the serious crimes squad, but formerly the man on the ground who actually made the bomb squad work.

Hoots

The not so ancient art of hurling haggis was demonstrated in Edinburgh yesterday in preparation for the world championships of that curious sport to be held during the Gathering of the Clans. Originated, according to the organizers, in the village of Auchnacloy—a haggis hurling derived from the method by which women passed lunch to their husbands and sweethearts across the swollen waters of the River Forth.

Standing on an upturned whisky barrel a gentleman in a deer stalker and plus fours hurled his haggis between a row of national flags. The stout missile landed somewhere between Italy and Czechoslovakia and everyone applauded. Inquiries about the world contest on May 7 have been pouring in at the rate of 100 a day from foreigners busily rediscovering their Scottish roots.

The Iranians have discovered a revolutionary industrial process, to judge from a can label which a Fulham reader came across on a recent trip to Iran. "Orange juice," is read. "Produced from the best Iranian tonatoes."

PHS



THE CITIZENSHIP TANGLE

Ever since the Act of 1962 first restricted the right of free entry from the Commonwealth to this country British immigration policy has been bedevilled by the mess into which our laws on citizenship have been allowed to degenerate. Ideally, whatever controls may be imposed on immigration should be based on, or at least closely linked to, the rights of citizenship. Citizens may come and go at their will, others by our leave—that is a general principle that a nation may reasonably seek to apply. But for Britain over the past fifteen years that has been impossible, largely because the British Nationality Act of 1948 was so generous in distributing a general citizenship of the United Kingdom and Colonies, which until 1962 carried with it the right of entry to Britain. Subsequent amendments have added to the complexity without making the definition of citizenship an effective instrument of immigration control.

The Green Paper that the Government has now produced is intended to do precisely that, or rather it is intended to begin a process of consultation from which a new and effective definition of citizenship will emerge. Despite the calls in the Commons yesterday for urgent action, this deliberate approach is entirely justified because this is a field of policy in which good intentions and sound general principles count for nothing if the details are wrong. The caution is all the more necessary in this instance because some of the details in the Green Paper are far from clear.

The basic purpose is to replace citizenship of the United Kingdom and Colonies with two categories: British citizens, who will have the right of entry to Britain, and British overseas citizens, who would have no such right. In broad terms this distinction is sensible. It would not be likely to have much if any effect in practice on the right of people to come to this country. That is already restricted—and much more rigorously than is acknowledged in much popular discus-

sion—by British immigration laws. What this change would do is to remove any possible ambiguity about the rights conferred by British citizenship.

If any group of people with no other rights of citizenship were to find themselves excluded from whatever reason from the country in which they are now living they would have a claim as refugees upon the moral conscience of all countries. But as British overseas citizens there could be no question of their having even a residual legal right to come to this country. As political and social realities would make it impossible for Britain to redeem such a wide obligation if it were to exist it is a bad thing to avoid any confusion now. That would not preclude a British government from doing whatever it could from a sense of moral obligation to relieve the hardship of any particular group. That would depend on circumstances that cannot now be foreseen.

British citizenship would naturally go to those with the closest links with the United Kingdom, whether of blood or residence. But it is not clear from the Green Paper that it would be possible to draw the lines of demarcation to such general satisfaction that immigration policy could be based in future simply on citizenship. There is indeed a basic confusion on this point. The Home Secretary told the House of Commons yesterday that the proposals would not affect anyone's existing right of entry to the United Kingdom, but it is hard to see how that assurance could have been given with confidence if it is indeed intended that only British citizens should have the right of entry to the United Kingdom. Some of the options put forward for consideration would not in fact seem to square with that intention. It would seem more reasonable to suppose at this stage that whatever is done over citizenship there will still have to be additional immigration laws.

It is made unnecessarily hard to assess certain ideas in the Green Paper, however, because it

is not absolutely clear whether one is being presented with possible grounds simply for citizenship or for the right of entry as well. That is of particular force in the section on the rights of spouses. The paper is eager to follow the doctrine of sexual non-discrimination and puts forward four options for placing the rights of husbands and wives on a basis of equality. Where the right to citizenship is made conditional that presumably does not mean that the right to residence would be made conditional as well, otherwise there would indeed be a loss to human rights.

But rather than accepting any of these options it might be wiser to change the existing practice on immigration and challenge the principle of sexual non-discrimination in this field. Admirable though it might be on general grounds, it has in practice opened the way to evasion of British immigration restrictions because of the long established practice of arranged marriages in the Asian communities. This has led to what is in effect an active trade in the right to enter Britain that is bestowed on any young man from the Indian sub-continent who marries a girl with the right to live in this country. Because of the marriage customs in the Asian communities there is no reason to suppose that these are bogus or likely to be short-lived marriages. But they certainly undermine the purpose and effect of British immigration control. It would altogether be an advantage for race relations in this country if husbands only had a right to bring their spouses here and if the laws of citizenship followed that line—though there would undoubtedly be many protests.

There are a good many other points of detail which will require careful and patient scrutiny because it is all too easy in bringing in a reform of this nature to infringe certain human rights in the small print, as it were. But in general terms the structure of change outlined in this paper is necessary and overdue.

KENYA'S SENSE OF ISOLATION

President Nyerere has taken a high moral tone over the collapse of the East African Community, but it was he who finally brought it down by seizing Kenyan (and even British) vehicles in February, and closing the border which he has now sealed as though Tanzania and Kenya were at war. It was quite unnecessary to do this merely to terminate the trade between the two countries, as he has done.

The border was sealed, however, for reasons which go to the heart of the disintegration of the East African community—to prevent his own citizens who are supposed to be enjoying life in a socialist country from seeing the far higher standards of living which are enjoyed in Kenya's managed capitalist economy. Tanzanians want to cross the border into Kenya, in short, to buy food, soap and medicines now almost unobtainable in their country—just as Ugandans slip into Kenya over their closed border with bags of illicit coffee to barter for the very bread of which their shops are empty.

There has long been an awkward imbalance between the prosperity of Kenya—developed by the much-abused British settlement of 1900-1960—and the relative poverty of her partners in the common market. Their sense of grievance began in colonial days. But the rather small disparity in natural resources has been aggravated by the failures of Tanzania's socialist organization as by the

reduction of Uganda into a slave-state exploited by an army caste and a foreign administrative cadre. As Kenya's partners later ran out of foreign exchange they failed to pay their share of the common services, bills became outstanding, and an exasperated Kenya abandoned the crippled East African Airways Corporation and set up its own contract airline. By now the dispute is really over the residual assets of the defunct community. Acrimony will persist until these are distributed. But there is always a political factor in an economic dispute.

Kenya has become isolated and feels apprehensive about the consequences. Not only have relations with its partners broken down, but Kenya has lost its former great ally in Ethiopia; while Somalia's claim on Kenya's northern province is backed by a Russian-organized army. Nairobi's sense of external threat has been enhanced by the sealing of the Tanzanian border. It is increasingly seen not merely as a device for hoodwinking Tanzanians, but as a weapon to "destabilize" Kenya by increasing unemployment, and promoting dissent through the loss of the Tanzanian trade.

Kenya is hardly in danger of invasion, except contingently from Somalia. The Amin threat ignominiously failed. The fomenting of internal revolt is another matter. Relatively rich as Kenya is, not all Kenyans realize it, and

there is popular resentment against the new generation of rich Kenyan businessmen, the officials who buy large farms, the professional classes, the "Kikuyu establishment" and the Asian remnants. Ethiopia, a land convert to modern, is evangelic and Uganda is a conduit for foreign influences. These gathering clouds may explain President Kenyatta's sudden decision to postpone indefinitely new elections in the Kanu party, which were years overdue and needed to animate reform and revive democracy, but are also liable to provoke excitement and publicize rivalries.

In its exposed situation Kenya has relied on western cooperation, yet it knows that too obvious a relationship will rouse African rancour widely. Perhaps in consequence, the removal of white farmers and expatriate Asian traders has been stepped up. But no such expropriation of foreign business assets as has occurred elsewhere is even discussed, while foreign loans and new investment are encouraged. Kenya's best associates in diplomacy are the other moderate African states, and it certainly approved Morocco's assistance to President Mobutu to save Zaïre from "degradation". The West's interest is to help Kenya, Zaïre, Sudan, Zambia and Nigeria, and like-minded members of OAU, to stick to African independence; but that help has to be given with tact and discretion.

Water charges

From Lord Boyd-Carpenter
Sir, Nobody seems to love the new water authorities and I have just discovered a further reason, apart from their patent extravagance, why this is so.

I have the misfortune to have a home within the area of the Southern Water Authority. In common with other public spirited consumers I exercised last year during the drought the utmost economy in water consumption. I am, contrary to my own wishes but at the option of the Southern Water Authority, supplied with water on meter. I have recently been informed that I am being rewarded for my exercise of economy in consumption by receiving a demand not only for the amount of water actually consumed, but in addition for a surcharge in order to bring my total account up to the minimum charge which would be payable were I charged on a rateable value.

I queried this with the Southern Water Authority and have received from them a reply which is the epitome of petty departmental gobbledegook. It is as follows: "The Authority had asked all consumers to cut back on their normal consumption so that more radical action in combating the drought would become unnecessary. This request was made both to metered and unmetered classes. Where unmetered consumers had reduced their consumption they were not relieved of the domestic water supply charge payable on their rateable value. It would, therefore, be inequitable if the minimum charge fixed for metered supplies were not correspondingly applied."

Read quickly it all sounds very fair but when analysed it is a classical example of a public authority with monopoly in the supply of a necessity of life having it both ways. For, in the case of those consumers who are lucky enough to be charged on their rateable value, there is a certain rough equity, since if they use a lot of water they get away with it for nothing extra. But, in the case of the citizen who as the result of the arbitrary decision of the water authority is charged on a lot of water he, probably rightly, pays for it. But if being a public spirited citizen he puts himself to loss and inconvenience by cutting his consumption when asked to do so by the Government, he is rewarded by being charged for water he has abstained from consuming.

Quite apart from the injustice to which we are accustomed from the smaller kinds of matter for public it is surely when a spell of dry weather again puts the water authorities in difficulty, they are unlikely to get much of a response to their appeals.

I am, Sir, your obedient servant,
BOYD-CARPENTER,
House of Lords.
April 25.

Party strengths

From Ms Helena Stone
Sir, The article by Mr Arthur Osman (National Front) to fight more than 300 seats in *The Times*, April 15, casts a spurious implication regarding the relative strengths

of the National Front and Liberal Parties.

There is no reason to doubt that the National Front is concentrating its campaign for next month's local government elections in the industrial areas of the Midlands and Yorkshire. In times of economic recession the National Front are inevitably going to field candidates for most of the seats in certain inner city areas with high immigrant populations, such as Leeds and Bradford. Mr Osman is in error, however, in claiming that "in virtually every other area (outside London) they heavily outnumber Liberal candidates". In fact, the 300 seats being contested by the National Front comprises only over 1,500 being contested by the Liberal Party. In West and South Yorkshire the National Front is fielding 70 candidates as compared with the Liberals' 99.

It would be a sad day indeed were a fascist party to be seriously accepted as a third force in British politics. In spite of Mr Osman's implications to this effect, the facts show that despite the publicity it has been able to obtain, the National Front is still a party attracting the support only of a very few racist extremists. It is patently untrue to imply that the National Front has overtaken, or is in danger of overtaking, the Liberal Party as a major political movement.

Yours faithfully,
HELENA STONE,
Regional Secretary,
Yorkshire and Humberside Liberal Federation,
15 Queen Square,
Leeds.

Social background of the hooligans

From Miss E. M. Dixon and Mr A. R. Bunbury

Sir, A brief comment is needed on one aspect of Mr Dave Robbins' article "Growing Violence on the Terraces". In describing the activities of the "red scarved mob who follow Manchester United" he suggests that membership comprises "the mainly unskilled or unemployed and migrant young workers, social misfits and plain soccer fanatics".

The latter may well be true but his other categories are questionable. We work as probation officers at a London magistrates' court which has to deal with hundreds of soccer hooligans whenever Chelsea FC has a home match. What distinguishes these young men from others of the same age group appearing in court on criminal charges is that (a) they are usually in work and that not necessarily of an unskilled nature (b) they rarely have convictions for anything other than disorderly behaviour at football matches and (c) they do not live locally, they do in the main live at home with their parents. In our experience they bear little resemblance to other young people we meet in the course of our work who have problems associated with homelessness, poor family relationships and bad employment records.

Dedication to a football team is a costly business and although social security benefits are commonly thought to be rather more than generous, we have grave doubts whether the actual rates would subsidize more than occasional attendance at home matches. If the phenomenon of violence at football matches is to be properly understood it is necessary in the first place to be aware of the type of young person involved and talk of social misfits and the dispossessed does little to help towards a clearer grasp of the actual situation.

Yours faithfully,
E. M. DIXON,
A. R. BUNBURY,
London Probation and After-Care Service,
1A Walton Street, SW3.
April 27.

From Mr R. J. Moisey
Sir, Your report on April 23 of the views of Oxford University psychologist Mr Peter Marsh on the subject of football hooligans was read by myself and my colleagues with some interest. It was inevitable that eventually someone would suggest that the cause of the trouble lies not with the clubs, players, news media or parents, and certainly not with the youths themselves, but with the police, whose "intervention fostered violence". The reason is therefore clear—once this "intervention" is at once, and not only will the violence go away but my members can again enjoy peaceful Saturday afternoons at home.

Recently injured officers are also encouraged by Mr Marsh's reported view that bloody noses and lost teeth are acceptable violence, and are certainly not to be described as "non-social". Your report ends with the comment that Mr Marsh "is unashamed from three years' research on the subject". It may well be physically unscathed, but I suggest that his sense of values has been seriously affected. It may not be significant, but the most unruly, violent and "non-social" crowd which this small force had to cope with recently came from Oxford!

Yours faithfully,
R. J. MOISEY, Chairman,
Joint Branch Board,
Police Federation of England and Wales,
Police Station,
Merewy,
Northampton.

Human rights law

From Lord Gardiner, CH

Sir, In this interesting article in today's issue (April 26) Mr Christopher Walker does not refer to one of the very largest number of complaints of breaches of human rights referred to the European Commission comes from Britain. This is the fact that a number of the countries which are party to this international treaty have made the European Convention part of their domestic law, either because under their law international treaties automatically become part of their domestic law, or because they have made the European Convention part of their domestic law by legislation.

If, as in the simple Bill introduced by Lord Wade in the House of Lords, we made the European Convention part of our domestic law, our citizens who contend that they have been a breach of the Convention in Britain could take the matter to our own judges instead of having to engage in the time-consuming process of taking their complaints initially to Strasbourg. Yours, etc., LORD GARDINER, House of Lords.

Starting salary £60,000

From Dr J. H. Baron

Sir, Clinicians and their patients depend on the diagnostic skills of pathologists and radiologists. However, despite the quality and quantity of our training, about 80 consultant radiologist posts in the NHS remain unfilled. Since the radiologists at one of my hospitals emigrated several years ago we have had to make do with temporary locums; repeated advertisements for a permanent post attract no applicants.

I also work at a hospital where many radiologists are trained. The latest senior registrar to graduate from this department to a consultant radiologist post has gone across the Channel, where his expertise will be sustained by up-to-date equipment and a starting salary of £60,000. In Britain his salary would have started at £7,500, and he would probably have had to use ancient machines, in inadequate buildings, surrounded by demoralized colleagues such as J. H. BARON, 36 Abbey Gardens, St John's Wood, NW8.

Without a vote in the Community

From Mr R. J. Peliza

Sir, 20,000 Gibraltarian UK citizens—also citizens of the European Community—are being deprived of their democratic right to vote in the envisaged election for Representatives in the European Parliament. This is their undemocratic position notwithstanding it is stated in Article 227-4 of the Treaty of Rome, under which Gibraltar forms an integral part of the EEC that "The provision of this Treaty shall apply to all the European territories for whose external relations a Member State is responsible."

It is impossible to reconcile this democratically deprived position of the Gibraltarians with the speeches made by the Prime Minister on September 20, 1976, when the text concerning the European election was signed by the nine Foreign Ministers. The then President of the Council, Mr Max van der Stoep said, "For the first time the people of Europe will be called upon to elect their representatives. . . . The idea of the European Parliament is enshrined in the Treaties."

To these words the then President of the European Commission, Mr Francois-Xavier Ortoli added, "For it is surely the Community's main characteristic, and perhaps its most important justification, that it is a Community of peoples united by an ideal of life in a democratic system."

Yet 20,000 citizens of the Community are being left out of their "democratic system" without an explanation. Not unreasonably the Gibraltarians wish to participate in the election as entitled. Not by having a sole Gibraltar representative elected, which would be impractical, but by being included in one of the electoral regions of their mother country whose dependent territory Gibraltar is.

Yours faithfully,
ROBERT J. PELIZA,
Gibraltar Assembly,
Gibraltar.

From Mr D. H. Pantlin
Sir, Direct elections to the European Assembly. The Government White Paper on this subject refers to recommendations of the Select Committee "that the franchise should be extended to certain UK nationals resident overseas" but it goes on to say that "the Govern-

ment does not consider that this important extension, which would have obvious relevance to the franchise for Westminster, should be made without prior consideration by a Speaker's Conference."

This news will be a great disappointment to many persons living abroad, especially within other EEC countries, as it will appear as yet another example of delaying tactics to prevent their views being represented. Many years ago votes were given to servicemen and women stationed abroad since it was considered that they were defending and promoting British interests; most British communities abroad are serving the same purpose and recent their exclusion if not from Westminster at least, in so far as EEC countries are concerned, at their exclusion from the European Assembly.

If such matters as proportional representation can be discussed with a very obvious possible relevance to Westminster, it would seem absurd to pretend that the subject of votes for expatriates cannot also be examined now by Parliament.

It is possible that the Government is correct in suggesting that the votes for expatriates question should be reviewed by a Speaker's Conference. Therefore it is already to be hoped that all parties in Parliament might discuss such a conference should take place so that Westminster can take a decision on this matter before the end of this year. There would appear to be no valid reason why this should not occur. The Conference might even be convened only to examine this question. It could also express an opinion on whether or not such votes be given exclusively to UK residents in other EEC countries than the UK.

Let it not be said again that there is insufficient time for Parliament to decide this issue well before the coming European Assembly elections, thus giving enough time for those who wish to do so to complete the formalities suggested by this same Select Committee and to operate. Yours faithfully,
D. H. PANTLIN,
Avenue de Mercure 11,
1180 Brussels,
Belgium.

The 'News-Standard'

From Mr J. C. Potts

Sir, The article by Sheila Black (April 26) does little to reassure me that a hybrid *News-Standard* will be in the interests of the newspaper-reading public. Quite apart from its depriving Londoners of choice, the merger seems to be founded on a mistaken idea of the role of an evening newspaper.

Contrary to the view of the Hon Vere Harmsworth, people in one part of London do care what happens in another part of the city, and this concern goes well beyond the notion of "regionalised local interests". It is very dangerous and very foolish to assume otherwise.

If the Hon Vere Harmsworth has forgotten the fact, could he be reminded that London is a very large city and very important things happen in it and not just in Westminster? Does he consider the events of last summer in Southall to be of merely local interest, of no concern to other Londoners? Does he consider the redevelopment of the docklands to be of no importance to readers in Wimbledon? Or the problems in schools in one London borough to be irrelevant to another?

The *Evening News* has a far wider area of circulation than the *Standard*, and has never, in my experience, devoted half so much of its attention to London. This lack of interest will be continued in the new venture, and indeed reinforced, for the Hon Vere Harmsworth considers that London needs a "national interest" paper, inspired, if this term is not a contradiction, by the *Daily Mail*. We will be forced to subscribe to every local weekly in order to find out what has been going on in the meantime.

On Saturdays there is not to be an evening paper at all. Mr Black regards the Saturday editions as an expensive luxury, claiming that their readership is largely composed of racing and football followers, and hence entirely disposable. One must suppose that her argument caused some dismay amongst the sports staff of both papers. For, if Saturday editions can be withdrawn so easily, the weekday midday editions would be next in line. Sports material is therefore in

principle of only minor importance.

Her assumptions seem as mistaken as those of the chairman of Associated Newspapers. News does not cease at 5.30 pm on Friday and restart some time on the following Monday, and ipso facto is the case for a Saturday edition. Furthermore, sports are not limited to racing and football, and are of interest to many people. It is not self-evident that the job of a London evening paper is to report the activities of London sports teams, their results and comment upon them? London's teams, athletes, swimmers, cricketers and so on are not automatically covered by the *Daily Mail*, nor by any other daily newspaper. Need it be said that the *Standard* editions also carry TV, radio and cinema programmes, as well as all the other features for which a newspaper is usually bought?

It is tedious to make out such a case as this, and almost certainly a waste of time. The *News-Standard* will be with us, the rival envy-just between the *Beaverbrooks* and the *Harmsworths* will be consumed at last, and the readers will have to pay the price. I wonder who is tempted to say "No news is good news"? Yours faithfully,
J. C. POTTS,
91 Cleveland Gardens, NW2.

From Mr John Tooley and Lord Harewood

Sir, We view with concern the reports of the imminent closure of the *London Evening Standard*. The closure of the paper would (as stated by its Editor, Mr Simon Jenkins in *The Times* of April 25) leave a yawning gap in London's cultural life.

It has shown an intelligent concern for the performing arts, reflected in the day to day coverage and the Theatre Awards it instituted, and the more recent *Ballet and Opera Awards*. This support will be sorely missed if the paper disappears.

Yours faithfully,
JOHN TOOLEY, General Administrator,
Royal Opera House,
HAREWOOD, Managing Director,
English National Opera,
Covent Garden, WC2.
April 27.

The British archive

From Dr Christopher T. Watts

Sir, As a genealogist and regular user of the Public Record Office, I read with great interest your leader on the preservation of the British archive" (April 22). I echo your concern that important documents are being destroyed by unwise weeding both before and after their transfer to the PRO. Lord Elwyn-Jones, the Lord Chancellor, in the recent House of Lords debate, expressed the view that the destruction of records should be regarded as a highly exceptional event. But it is so? In recent years I can recall three major destructions of documents which I believe took place without adequate expert consideration being given to the potential future uses to which the records might be put.

The first example involves the proposed destruction of some 90 per cent of certain Merchant Seamen's records compiled between 1860 and 1911. The 10 per cent that were to remain could only have been of use for practical purposes, thus rendering the records effectively useless for anybody wishing to trace the career of a seaman of the time. In the event most of the records were preserved by a Canadian university. The process is about to be repeated with the more recent Merchant Seamen's records, and I presume that we must again wait for the rescue. One of the contributing factors behind the proposed destructions was the physical bulk of material involved.

A weeding process was also carried out on the 1880-1930 legal

records, under the guidance of a committee headed by Lord Denning; this resulted in the wholesale destruction of records. The only consideration that seems to have been applied was whether the records in question were of further interest to the legal profession; hardly an adequate criterion.

In 1961 the then Lord Chancellor agreed to the destruction of certain copies of wills made originally by the Estate Duty Office. The destruction went ahead despite the fact that the Society of Genealogists pointed out that there was reason to believe that they contained copies of wills of which the originals had been lost. The Society's request to house the records and to microfilm the indexes were also turned down.

These examples must surely constitute a prima facie case for review of the procedures under which document destruction is approved. Since the destruction of documents is an irreversible process, it can only be justified where the learned societies representing possible future users of the records have been consulted and have unanimously agreed to it; a single veto, I suggest, must be considered sufficient to ensure that the records continue to be preserved. In these modern times when microfilm is universally available, the excuse of pressure of storage space must never be allowed to enter into the arguments.

Yours faithfully,
C. T. WATTS,
27 Fairview Court,
Manor Road,
Ashford,
Middlesex,
April 24.

Sea pollution from oil rig mishaps

From Lady White

Sir, From misfortune good may come and it is to be hoped that the spur of the Ekofisk oil platform blow-out will bring into much sharper definition the hitherto ill-defined measures required for international offshore operational safety.

Three subjects may be singled out. The Bonn agreement, signed in 1963 by the eight countries bordering the North Sea, was drafted when offshore operations were only beginning and all the emphasis was on ship-based pollution. Lawyers are still not agreed on whether it covers offshore situations, although as the convention provides for consultation only, it could be of great consequence had not our Norwegian colleagues felt that it was of importance to them as the most vulnerable area concerned.

Secondly, there was no real agreement in the 1976 Convention on civil liability for offshore pollution. More internationally coordinated research effort is urgently needed, in effect, go their own way, which can lead to most unfortunate differences where more than one country is affected by damage. By starting with a figure which the Norwegians felt was unreasonably low, the French and British governments did not help matters to reach a firmer conclusion.

Thirdly, the arguments over mechanical versus chemical treatment of oil spills remain unresolved. More internationally coordinated research effort is urgently needed, in effect, go their own way, which can lead to most unfortunate differences where more than one country is affected by damage. By starting with a figure which the Norwegians felt was unreasonably low, the French and British governments did not help matters to reach a firmer conclusion.

All these matters have been raised in recent months with United Kingdom Ministers by the Advisory Committee on Oil Pollution of the Sea, the body representing United Kingdom local authorities, tourist, fishing, amenity, conservation and maritime interests. We work in close cooperation with our allies in the Nordic Union for Prevention of Oil Pollution, another non-governmental body representing similar interests. We are seeking an early Parliamentary opportunity, in a House of Lords debate on May 17, to press the Government to say what lessons they have learnt from the Ekofisk mishap.

Yours faithfully,
EIRENE WHITE,
Chairman, Advisory Committee on Oil Pollution of the Sea,
39 Victoria Street, SW1.
April 27.

Leyland productivity

From Mr Andrew Cooper

Sir, Montague Calman (April 22) should dry his tears and come out of his corner rejoicing at the energy of the British Leyland worker. For, overwhelmed by his Japanese counterpart 11.78-fold in respect of the amount of machinery available to him, he nevertheless turns out a car in a mere 5.22 times the number of days taken in Japan. He is thus 2.26 times as efficient. Shouldn't he be paid 2.26 times as much?

Yours truly,
ANDREW COOPER,
25 Grove Road,
Leeds,
West Yorkshire.
April 25.

The Press Association

From Mr I. H. N. Yates

Sir, In the report in your issue dated April 23 ("Journalists vote for a news blackout" etc) there occurred a statement about the ownership of the Press Association which was incorrect. May I ask for the opportunity to state the facts in your columns?

The sentences involved were: "The PA is owned by the News-press Society, which represents the management of most provincial newspapers in England and Wales. Its services are also used by national newspapers, television and radio."

The Press Association has been owned since its foundation more than a hundred years ago on a direct co-operative basis by the daily and Sunday newspapers published in England outside London, in Scotland, Wales, Northern Ireland, and the Republic of Ireland, and these individual newspaper-member subscribers are the sole ordinary shareholders.

It should be understood that the Newspaper Society, the trade association and employers' organization within England, Wales, and Northern Ireland representing the provincial daily and weekly and London suburban papers, is not eligible to hold PA ordinary shares, nor is any other employers' representative organization.

Yours faithfully,
IAN YATES,
Chief Executive, The Press Association,
85 Fleet Street, EC4.
April 26.

The regimental connexion

From Lord Russell of Killowen

Sir, I have not seen the TV advertisement which connects an Airborne Regiment with a wrist watch, mentioned in Lord Kingsale's letter to you (April 23). In the last days of the war I was possessed, as part of my regiments G 1098, of "watch, wrist, Airborne, one". Could this be an ancestor of that in the TV advertisement?

A dishonest plan to "lose" my watch was foiled by the substitution by military hospital authorities, when I was unconscious, of a receipt. Yours faithfully,
RUSSELL OF KILLOWEN,
Orchard House,
Shepperton,
Surrey,
April 23.

"From £10,000 a month to £100,000 is only another nought. But we would never have made it without the Midland"

Norfolk Bridge Engineering Group;
comprising Tower Drilling Equipment Company Limited,
Tower-Diamond Products Limited,
R.J.D. Fabrications Limited and
Norfolk Bridge Engineering Company Limited



Norfolk Bridge founder-directors, John F. Ashley (right) and Ron Sykes.



Quarry work in Derbyshire: drilling for top-grade limestone with Tower Drilling equipment.

Tower Drilling, now the major company in the Group, is one of Britain's top companies in the manufacture of equipment for drilling, such as drill rods, casings and diamond bits. "We make whatever goes down the hole," says founder John F. Ashley.

This Chesterfield-based company exports its products throughout the world. In Europe, including Britain, they are used in quarries, coal-mines and off-shore oil rigs. In Africa you'll find them used for drilling for minerals and water, in Brazil for copper. In the Persian Gulf, they're helping to build the world's biggest dry docks.

"Valuable—thanks to Midland"

But as John F. Ashley explains: "We reckon you're only valuable in the drilling business after you've reached a certain size. We would never have grown fast without the help of the Midland"—the Group accounts and the directors' personal accounts are maintained at the Chesterfield branch.

"It's thanks to the Midland, for instance, that we can meet virtually any demands for exploring new coal fields or for safety probes in existing mines.

"Drilling rigs are expensive pieces of equipment that you can't afford to have idle for even two days. When our customers want parts, they want them right away," says John F. Ashley.

How Midland money helps

Ron Sykes, Secretary and Financial Director, explains how Midland Bank Group helps—with money, for example.

"The biggest single facility we have is to finance stock-holding. We hold something like £400,000-worth of parts in our Tower Drilling Company alone.

"Look what it's like with exports, for example. Tooling-up for overseas markets can be fast and furious—when it happens. It's like an explosion of drilling overnight, and that's the kind of reason why we have to hold such large stocks.

"Many of our contracts are with foreign governments. They're always big, so exports can be up to 40% of our business in a year. The Bank understands that; we have arrangements with Midland Bank International Division for a facility should we need it. The International Division has been very good for us. They make sure our foreign earnings come back at the right time, and they help us when we have to buy forward currency."



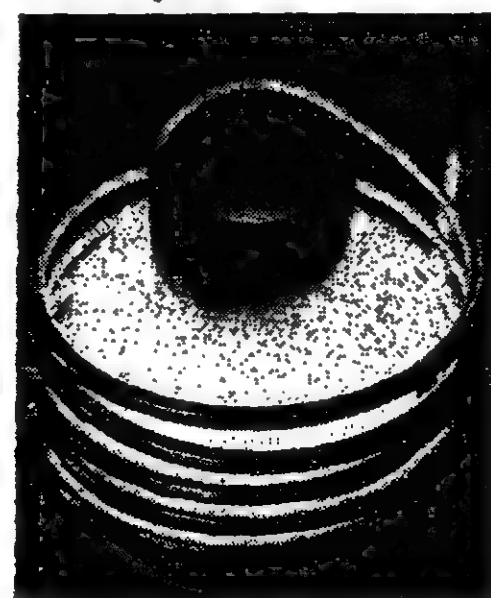
Derbyshire worm's eye view of dust extractor and drilling bit.



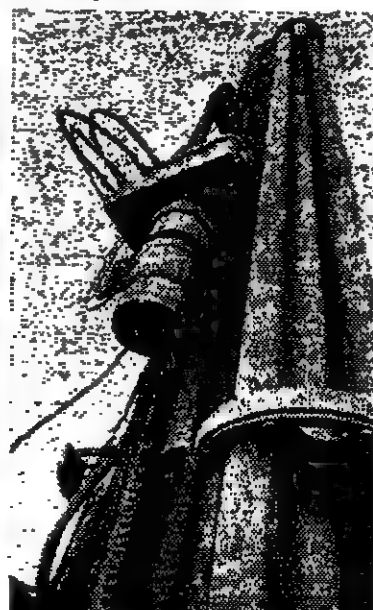
One drilling bit can use up to £1,500-worth of industrial diamonds.



Repairing the mast of an off-shore drilling rig.



Bonding diamonds onto the body of a rotary diamond bit.



Drill head and magazine.

"More economical insurance"

Company insurance is another area where Midland Bank Group specialist expertise has proved especially valuable.

"We have men going underground, and we insure them at competitive rates. We're agents for a range of German drilling machines, and when we're bringing equipment from Germany there can be £500,000-worth of cover involved.

"Until Midland Bank Insurance Services took us in hand we were under-insured on some things, over-insured on others.

"They have put everything together and given us some very good advice. We have Group policies now for everything—they're easier to understand and more economical!"

"Drilling for the future"

"Drilling is probably the most dramatic industry in the world right now—everyone is looking for energy, for minerals, for water, everywhere they can think of.

"We find that having Midland Bank with our Company is like having a third hand. We can discuss so many of our future developments with Midland Bank Group companies.

"I remember in our early days together, when we reached £10,000 turnover in a single month for the first time. I said to John Ashley the time would come when we'd be doing £100,000 a month and, when he looked surprised, I told him—why not? It's only another nought!

"But we would never have made it without the Midland."

How Midland Bank Group can help

The people who work at the Midland are always ready to help you, and the companies that make up Midland Bank Group can help your company in many different ways. Their services include: facilities for term loans, leasing, hire-purchase, merchant banking, equity capital for growth companies, international insurance broking and advisory services, international and export finance, travel, factoring, investment management, and trust services.

Also, for very large companies, Midland's Corporate Finance Division has a select team that can work directly with the company to make the best possible use of the wide range of Group services.

Talk to your local Midland manager—he can put you in touch with all the right people.



Midland Bank Group

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My Youth appeared in 1970. Farewell Grace; you will leave a gap in all our lives.

NEW BOOKS

Muted clarions

The Ascent of Britain

By Peter Walker
(Sidgwick & Jackson, £5.50)

A wise man of publishing once said that if a book was to be really worth publishing it ought to be possible to say in two sentences what it was all really about. Mr Walker's offering does not pass that rigorous test.

One is made to feel that the book is intended as a major statement of political philosophy by a political man of action who for the moment is in something of a political wilderness. Yet the mixture that emerges falls short of the implied prospectus. For the book is rather a jumble of summarized conservative philosophy from Burke to Churchill, a very partial and at times gratefully self-indulgent record of the 1970-74 government, laced with anecdotes of the "and-as-it-turned-out-was-right" variety. It is quite specific policy programmes in areas like government relations with industry, decaying inner cities, racial tension and the development of the corporate states, which firmly establish Mr Walker on the liberal wing of the party.

If Mr Walker had heeded the wise man's advice, he might have written a book which was clearly a contemporary manifesto for a radical Tory. In that context what he wrote might have had more cohesion and impact. For it is clear that in a broad sense he is one of the prominent figures of experience in the Conservative party who thinks of themselves as the political inheritors of the ideas expressed in Harold Macmillan's *The Middle Way*. And despite his obsequies toward the Burkean traditions of change by steady evolution, when it comes to specifics his instincts are to get on and get things done by means, if necessary, of radical change.

His individual radical programmes are bound to be taken as a clarion call for those sections of the party which have not yet come to terms with the present leadership. On economic policy he is an out and out advocate of growth, "for only economic strength will enable Britain to eliminate the poverty that still exists in our country,

and to patronize generously the arts and cultural activity, so providing a better and fuller life for all." He finesses entirely the question of inflation and the problems that some others think that this poses for macro-economic policy.

Unrepentantly, he repeats his view that this country must move towards greater active co-operation between industry and government, drawing on his experiences as a minister, his negotiations with the Shah of Iran and the assumed reasons for the industrial success of Germany, France and Japan. He avers that his monthly exchange of letters with the then chairman of ICI was a guide to the sort of way in which economic performance can be achieved. On the larger scale he calls for an "industrial parliament" going far beyond the aspirations and achievements of the existing NEDC council. His comments on planning agreements indicate a fair degree of sympathy with the concept, though naturally he objects to the manner and spirit in which they are presently being negotiated. Radical changes of this sort would, in the Walker scheme of things, provide the expanding economy and job opportunities that are needed to solve the underlying problems of the black population and of our inner cities. In tone and in substance the Walker manifesto is very different to such policy statements as *The Right Approach*.

Perhaps the most interesting insight comes out of Mr Walker's references to Joseph Chamberlain in the course of his review of the Tory Tradition. He wanted to transform the Conservative Party from a party of sound administration and cautious, unambitious reform into one with a positive and dynamic creed. The creed would avoid the dangers of class conflict inherent in the Conservatism of the market economy. Chamberlain's policy was one of class harmony, both worker and capitalist alike were held to have a right in Britain's prosperity. The warmth of these and other passages on a man who was never really accepted by the Conservative leadership of his day somehow seem to have a personalized quality about them in the context of this book and 1977.

Hugh Stephenson

Bismarck's Jewish connexion

Gold and Iron
Bismarck, Bleichröder and the Building of the German Empire
By Fritz Stern

(Allen & Unwin, £11.50)

Gerson Bleichröder was the richest man in Berlin and, perhaps bar Krupp, the richest in Germany. He took care that the world should see this was so. His caviare was regularly shipped direct from the Caspian—and through his skill, intelligence, and discretion not only became Bismarck's personal banker, but his confidant, agent and Court Jew. He was almost the last in that Central European line of Hoffjude, brilliant entrepreneurs never fully accepted by their adoptive societies, but exercising an enormous and often dynamic influence on them from just inside the outer rim.

"Through Bleichröder," said Bismarck in one of his few recorded acknowledgments of the Jew's existence, "I am accustomed to receive important political news from Paris or St Petersburg usually eight days earlier than through my ambassadors." One can imagine how the diplomats must have felt about that, but Bleichröder's father had risen to prominence as Berlin agent for the exorbitant Rothschilds and Gerson inherited not merely a great bank but an international network of political and economic information. Government and business shared the same interests, though it was business rather than Government which saw the connexion first.

The Bleichröder Bank and Palace were at Behrendstrasse 60, a two-minute walk from Bismarck's office, and the two men often met daily when the Chancellor was in Berlin. Rarest of honours, Bleichröder was also invited to stay on Bismarck's estates in the country, which made him the Chancellor's Hausfreund. There seems to have been a word in German for every conceivable social and political relationship, and most of them could sound unobjectionable when the tide of Prussian envy and invective turned, as it did after the crash of 1874, again when Bismarck ditched his liberal allies in 1879 and, worst of all, in 1884. The "new" and anti-semitism, Fritz Stern reminds us, was based not on contempt but on fear.

Had the Israelis corrupted the victor of Versailles? Or, worse, were they becoming more successful Germans than the Germans themselves? This very important and highly enjoyable book, which



Gerson von Bleichröder in the 1850s.

seems to have been almost slipped into this country, is the first full-length study ever made of Gerson Bleichröder—Stern reckons there have been 7,000 books about Bismarck—and makes use of much material never used before. Stern has a marvelous story to tell and a few heavy Americanisms and rather more repetitions notwithstanding—he tells it well.

Why have we had to wait so long? Partly because the Bleichröder Archive remained in family hands, and was then thought to have disappeared in the war; and partly because the link between Government and Finance was often social, ephemeral, effected at the great suppers and balls described in the sharp novels of Theodor Fontane and the glittery paintings of Adolph von Menzel. Most of all, of course, Bleichröder's role

has gone unrecorded because between 1893 and 1945 the Jewish connexion was almost written out, first by those who had benefited from it, led by Bismarck himself in his highly selective memoirs, and later by Nazis whose hysterical claims created a climate precluding all calm inquiry.

Since 1945 feelings have become even fiercer and the slaughter of six million Jews has deterred investigation into even the most faintly secretive dealings by their more fortunate ancestors. This is dangerous. Since anti-Semitism, particularly the late 19th century strain imbibed by Hitler and Alfred Rosenberg, was partly founded on the pseudo-theory that the Jews were "taking over" Germany and after Germany the world, so it becomes of the greatest importance to know

what the Jews really were doing in the years when these feelings, at first spontaneously, arose. *Gold and Iron* does this better than any book I have ever read.

Money could go where politics would not. Bleichröder's role in raising the loans which Parliament refused Bismarck for the three early wars he needed to establish the Empire and defeat his opponents at home was crucial: without those loans and those wars, it is doubtful that Bismarck could have survived as far as 1870. After the Franco-Prussian war Bismarck summoned the banker to Versailles to organize payment of the French indemnity.

Bleichröder later bought up the German railways, line by line, for the Government to buy off him and so achieve a vital nationalization which Bismarck did not believe possible by more direct means. He was always in hand to take over politically embarrassing and personally infuriating problems like Ludwig of Bavaria or the Romanians. Bismarck was a violent, hating and quick-tempered man, and Bleichröder took pains. (His enemies considered him servile.) Above all, he managed, and helped enormously to increase, Bismarck's power. The Chancellor left around seven million marks—but, again, Professor Stern does well to remind us that in the nineteenth century profit was not, in itself, considered to compromise the integrity of power. Losing money was far more disgraceful and so the trees from Bismarck's forests made pit-profits for the Ruhr.

Without himself taking a Marxist line, Stern allows Marxists views their place and implicitly defines his book as a drama of hypocrisy and High Capitalism. The pragmatic Realpolitik, of which we all read at school, turns out not merely to embrace personal feelings—Bismarck detested Gladstone, for example—but personal interests, too. In all of this there was no "Jewish" influence at all. It was plain justice that, displayed by Prince Bismarck every day of his life, and the perfect complement to Gerson Bleichröder's Jewish skill. "Bleichröder," Stern claims, "is everything that has been left out of German history," and he richly makes good that claim throughout, long, dense and absorbing book.

Michael Ratcliffe

Life long passion

The Operas of Mozart
By William Mann

(Cassell, £15)

Mozart's operas are a big subject, and one of the few satisfactory aspects of this book is that it is big. There are far more operas by Mozart than account of, and many people still resemble Joseph II who thought *Die Entführung aus dem Serail* was Mozart's first opera. Even those who know it, it may be surprised to realize it was his twelfth.

In Mr Mann's book each of the operas, including the unfinished ones, receives a chapter of musical and textual analysis. There is, I think, no modern book as comprehensive in its coverage. Much labour must have gone into it, and Mr Mann is probably at his happiest, discussing Mozart's choice of keys or indicating some purely musical point (often enough illustrated by clearly drawn examples). A good deal of information is provided, to form what the author describes as "strictly a guide", to help newcomers. Mr Mann assumes that the Mozart revival of the last 20 years has already "brought [sic] into common appreciation" an early opera like *Mitridate*, for just because that good one happened (the opera is rarely staged and not commercially recorded) that the concept behind Mr Mann's book is welcome. Amid much recent, often perceptive study of the more famous operas, there is a welcome, up-to-date survey of them all, giving due space to the earlier ones. E. J. Dent (whose book is here carelessly called a "classic") described the truly affecting *Lucio Silla* as "mediocre" and not even as good as *Mitridate*, dismissed by him in under a page. Mr Mann offers 20 to 30 pages on each, and is briefly stirred to near-eulogism by *Lucio Silla*.

For most of the time, his method of detailed, idiosyncratic musical description, with rapid-scale vocal melisma, one bar only, a rising orchestral scale (Mannheim mini-rockets?), plus exhaustive narration of plot in a style half-chatty and half-stilted, is likely to confuse any newcomer and is certainly dispiriting. Little sense of Mozart's artistic personality emerges, and still less any explanation of why opera obsessed him.

One basic trouble is the embarrassingly jaunty, one-of-the-boys prose which swoops to the cynicism of "Father Leo

pold" (for Mozart's father) and signals, its no-nonsense attitude by facetious, would-be trendy idioms or the common-sense heroics of the opera series are "wouldn't be much fun", and Constantine and Belmondo facing death are a "suicide squad". The superlatively solemn moment of Nepomuceno's intervention in *Idomeneo* is "sent up by asking 'Did the High Priest press a button?' We don't approach Shakespeare's plays like this, so why should Mozart's? Not surprisingly, no consistent view is gained of characters like the Countess in *Figaro* or Floridig in *Così*; and when Mr Mann boasts his unashamedness in finding the libretto of the latter the least theatrical, most human and frank of those written for Mozart by da Ponte, one wonders what can be his idea of fashion. Apropos their collaboration on *Don Giovanni* we learn that the two men "probably regarded their work as ephemeral as today any journalist does".

Contributing to the unsettled atmosphere revivified by the recent revival of the minor but gaily cultural errors (ranging from mistaking the bridge of Cocytus for that of Horatius Coclès to crediting Tasso with *Orlando*) and a heavy shower of mistranslations and mutilations of Italian libretto (which the majority of Mozart's operas have). Since no composer paid more attention than Mozart to the meaning of what he was setting, the howlers are more painful than funny—though, perhaps, an exception could be made for Mr Mann's translating the babbling brook ("ruscello garulo") in the peaceful country setting of *Il Rè Pastore* as a "busy noise". The penalty for not following the exact words, following the author's specific "claim" (he says throughout) is paid in discussing the familiar *Figaro*—Susanna duet, "Se a craso Madama", where the Count's low-toned bell is said to sound for Susanna, "to join him in his room". What the Count actually arrives is that the Count will arrive "a mia porta" (her room, chosen to be such by the Count).

And there we may leave Mr Mann, though not without mentioning a real discovery of his: a "coarsely comic" musical bit in *Sigismondo*, an aria, which resembles the Australian phrase about "a rat up a drainpipe". Carry on, Mozart.

Michael Levy

JUST PUBLISHED

VANISHING
BRITAIN

ROY CHRISTIAN

Foreword by Christopher Hall
Director, Council for the Protection of Rural England
£4.95 48 illustrations

Optimistic in tone, this book looks at the countryside and townscapes as we know them today. Roy Christian reviews the threats that must be faced in landscape, coastline, wildlife and architectural heritage with details on progress already made and changing attitudes in local and national government.

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ROY MILLWARD AND ADRIAN ROBINSON

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Fifty illustrated landscape features demonstrate the dual roles of man and nature in the evolution of Britain's scenery. From water, ice and volcanic activity through prehistoric settlement, medieval times, towns and cities—here is a visual anthology of the making of the rich variety of landscapes we see in Britain today.

DAVID & CHARLES · BRUNEL HOUSE · NEWTON ABBOT · DEVON

You can win
Running!

By Maxie Lane

(Macmillan £4.95)

This is one man's story. Of course it is most vividly biased for Maxie Lane was poor, parentless, a rebel, a big boy and strong physically. A poor man's Errol Flynn: his own description.

Running is a book to give heart to the rebels, wherever they are. To be a boy, hustler and run away: take heart: find hope from these pages. You can win. Some do escape. The bastards do not always succeed in grinding you down. Like so many rebel stories it is marvellously written, powerful and exciting to read a life lived to the full and told now with such style.

If it were a novel *Running* might be lost on the shelves of adventure, but Macmillan publishing this book over it with quotes of praise from Laurie Lee, John Wain, and the author of *Akenfield*. It is almost too much to take and so over-written at times it irritates me.

He smelt of horse, which is better than smelling like a factory or house, and kept a close watch on cloud formation, wind direction and sniffing delicate for portent of rain.

Like a poem it is—this description of his childhood in the Bristol slums: it beats Archie Hill's autobiography from the Black Country.

The river changes colour on its stagnant crawl, picking up sulphur and lead blue from the river-bank factories, later yellow from the tanneries. Dogs in sacks float gossamer. Cats with spiky fur drift face-up, and grow sharp. Barges ripple them out to dry on the elephant-skinned banks.

It is very rich writing, of a kind now out of fashion. He makes artistic allusions to Dante, Dostoevsky, mushroom comedians, a Hogarth audience, "a black Dalí, tree strands centre of the tip". He can be earthy as D. H. Lawrence at his worst. He writes as if with a palette knife—and I liked it. The characters are fully drawn. Maxie had a mentor in a tramp, who taught him literature, passion for ships and tolerance for mankind. The native women of St Philip's Marsh, thinking the tramp a dirty old man who had interfered with one of their daughters dragged him from his cave and beat his testicles to pulp. His stories change from horrific to tender with the swift, and tenderness, of a cyclone. The appalling brutality of working class life. Explosive unassuming. His first experiences with women. Devouring. The betrayals. The bullying of the young by their "betters". And so to late teenage violence, in a gang of three and on his own, mugging drunken sailors in Portsmouth, lifting wallets, joining the army deserting. The story ends in 1940.

A biographical note on the dustjacket tells us Maxie is now a sculptor and wood carver, living with his family, in Hampshire. A success?—or do we send flowers for a rebel who failed? I want to know more about this man.

Ray Gosling

Fiction

The Golden Honeycomb, by Kamala Markandaya (Chatto & Windus, £4.95).

Indian novelists who choose to write in English have been under pressure in their own country for some time because the use of the language is often thought by the ultra-right to be unpatriotic, erosive of a real Indian literary tradition. My own view is that English is an Indian language even if it cannot be shown to have a regional or geographical connexion.

A year or so ago, though, an Indian critic helpfully pointed out that no Indian novelist writing in whatever language had yet shouldered the burden of telling the full story of their country's long experience of living with and under the British. The idea that one of them must presently do so is much in the air and perhaps here, at last, there are signs that the job has begun to be tackled.

That is one point to make; the other is to note the interesting emergence, since independence, of Indian women writers, of whom Kamala Markandaya is one I have particularly had my eye on because her range has turned out to be wide, which suggests the right kind of creative restlessness. Suddenly, with her ninth novel, she comes up with one that places her without question in the front rank, in my opinion. It is a long, but compelling, book. To make it part of a big one, in a Tolstoyan sense, it needs at least one sequel, which I imagine she has the capacity and stamina to prowl round and then pounce at and bring home to us. I look forward to

that: which is one way of saying I recommend this book, complete in itself, but complete in the right way. It goes on in the mind, after you have put it down.

The *Golden Honeycomb* is the story of a princely Indian family and is set chiefly in the years that led up to the first world war. It glows, glitters, under what I always think of as that perpetual Edwardian sunshine that first nourished and then embalmed our own ideas of India; but there are darker moods here which are wholly Indian and provoke in me, anyway, an exciting sense of a new but controlled emotional experience of the place. The princely hero is almost wholly anglicized. The woman he loves, who is not his wife (and is brilliantly characterized) is a determined anglophobe. And there is the tension—in context of story, psychology and history.

I have one or two reservations about the anachronistic use of what I'd call modern British slang (e.g. spin-off; getting your greens) but far outweighing them, there is, towards the end a marvellously felt, heard and observed conversation dealing with a subtle and a membership. For once in a novel by an Indian, the British presence is illuminated in a way that commands admiration as well as recognition. But the closing post-World War section, dealing with the rise of Indian nationalism, is in my view, over-compressed.

I hope, very much, that Miss Markandaya will be encouraged to explore further this rich material she has discovered, invented, turned up, touched with her fingertips. I want to know what happens next, and what it was really like, for the prince, in 1947. Only she can tell me.

Paul Scott

Crime

Last Movement

By Joan Aiken

(Collins, £3.95)

The great majority of crime books are written with an evident purpose. Some are so seriously determined to improve us readers that they are hardly distinguishable from the most moral novels. Others have theses to pursue, whether large (such as showing us what a rotten world it is) or particular (PR for a police force, anti-PR against the CIA). Yet more aim to tell us about some area of life which the author happens to know. Others patently seek brightly to amuse, and some few still plan simply to puzzle us for our pleasure. But there are others that exist purely to be enjoyable.

They are, oddly, precious few. But precious they certainly are. And Joan Aiken here has produced for us a beauty. Enjoyment rises up from every one of its 250 pages. Not that she despises the qualities that are enough for many another crime-writer. Yes, she has a puzzle. Her delightful heroine learns that there is a delightful secret concerning the father she had believed dead, and when at last we learn it, by golly, it triumphantly trumps every ace we believed

we had in our hand. And, yes, there is that lacing of learning that was really enough for many a reader of detective novels of yesterday, with a splendid bonus in a narrative method borrowed from *Bleak House*, lopsided yet marvellously effective there as here.

There is even, too, a travel background, proof of many a current crime hand. Here it is Rhodes (nicely called Den-dros), but Miss Aiken is so energetically interested in its life, so human about it, that what from other pens might well be tiresome holiday garnishes proves simply engrossing, seen as it is through the eyes of her heart warily commonsensical, feminine, intelligent, sensitive heroine (but would she be both stage-manager and designer, even in a very minor provincial theatre)? Who cares? Here is a pleasure of a book.

One Man's Meat, by Colin Watson (Eyre Methuen, £3.50). How stimulating to be back in the world of Flaxborough where murder and misbehaviour inevitably mix. Provincial pretensions quietly and uniquely savaged.

Laidlaw, by William McIlvanney (Hodder & Stoughton, £3.95). Portrait of a policeman and, more, a concerned panorama of a city, Glasgow with all her warts. Deeply understood people, fine (too fine?) descriptive writing.

Eating the Big Fish, by William Rayner (Collins, £3.50). Israeli activists kidnap American super-

scientist at Oxford. Notable for sympathy with which all characters are seen, hunters, hunted, even CIA.

The Pretty Pink Shroud, by Elizabeth Ferrars (Collins, £2.95). Was there murder after the charity dance? Low-key but with a highly intriguing puzzle, and rare poignant touch: the sex does not always equal bliss.

The Marriage Bureau Murders, by John Bingham (Macmillan, £3.25). Nasty warches nastier stalking female prey. Spurns novelist's stand-by, depth of characterisation, in favour of inexorable twisting storyline and it pays off.

The Terrorists, by Sjewall and Wakhoev, translated by Joan Tate (Collins, £4.20). Thinking-man's policeman. Beck counters Stockholm assassins amid sociological a-gogo relieved by passages of grotesque humour. Plenty for ponderers.

Dragon's Eye, by Jennie Melville (Macmillan, £3.25). Brilliant across in bud, empty figures, instant head-over-heels. Could you ask more? A crime extra plausibility perhaps.

Hearts Ease in Death, by James Fraser (Barrie & Jenkins, £3.95). From a fine full-out description of a nightingale Northampton of 1976 to a complex case satisfyingly solved. Good solid fare here.

H. R. F. Keating

One of the great personal stories of
World War IIWar in a
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CASSELL

THE TIMES

BUSINESS NEWS

مكتبة من الأعمال

Mr Carter and the confidence gamble, page 25

State freight body cuts losses by £15m, page 24

Harland's £70m contract will provide work for 2,000 over two years

By Ronald Kerhaw

Harland & Wolff, the state-owned shipbuilder of Belfast, has won an order worth between £60m and £70m, Mr Mason, Secretary of State for Northern Ireland, announced yesterday.

The order, for two liquefied petroleum gas carriers, will provide employment for 2,000 men for two years, at a time when work is running out at the yard.

This is the first new order Harland has received since 1974 and will do much to raise morale in the province, where unemployment is high and industrial strife is threatened.

Mr Mason yesterday visited the shipyard to break the good news to the 3,500 employees. He said the contract involved new technology.

Final details have yet to be completed before the order is firm, but in a Commons written answer to Mr William Craig (East Belfast, UU), Mr Mason disclosed that agreement for the order had been reached in principle.

Arrangements to enable the vessels, each of 50,000 cubic metres, to be ordered by a leasing company for long-term charter to Shell will be announced later. Prices of the carriers and other details were still the subject of negotiation.

Shell has signed a contract to supply Northern Natural Gas of Nebraska with liquid petroleum gases from the Brent field. When the contract is fully operational in the 1980s, Shell will be shipping about 600,000 tons of gases a year worth about \$100m annually.

Details so far available show that it is intended to set up a joint leasing company. Ordinary share capital will be owned by United Kingdom banks: Harland & Wolff, owned by Northern Ireland Department of Commerce, which will provide finance, will invest up to £12m in the leasing company in the



Mr Mason talks to Harland & Wolff shipyard workers yesterday, after announcing orders for the company.

form of redeemable preference shares. Preference shares will earn accumulative but not constant dividends of 7½ per cent a year, and it is expected that they will be redeemed out of the sale proceeds of the ships at the end of the lease, thought to be 15 years.

The leasing company will have access to normal credit terms under the Home Credit Scheme for Shipbuilding. Mr Mason said the leasing company would also benefit from tax incentives generally available for leasing operations.

Mr Mason clearly regards yesterday's announcement as a significant contribution towards the fight against terrorism in Northern Ireland. Since his appointment last autumn he

has consistently argued that increased industrial activity leading to less unemployment, more economic growth and a better life for all was the best way to secure peace.

Peter Hill writes: Placing of the contract has been expected for some weeks. Although Shell has steadfastly denied that it was the subject of Government pressure to divert the order to Harland, the company had been negotiating with a leading Japanese shipyard for three carriers attracted by lower prices and competitive delivery dates.

The structure of the deal involving the leasing company is interesting and could set the pattern for future orders in United Kingdom yards, which are running out of work.

Investors' confidence revived by offer of £690m standby aid

Crédit Suisse shares rally sharply

From a Special Correspondent

Geneva, April 27

Crédit Suisse shares surged back on the Zurich stock exchange today, taking some of the heat out of Switzerland's worst financial scandal.

The psychological gamble of the offer of a standby credit of 3,000m Swiss francs (about £690m) seemed to be paying off with an increase in investors' confidence.

Crédit Suisse shares recovered about half the 10 per cent they lost on the exchange yesterday, with no sign of the bank's intervention.

They closed at 2350 Swiss francs, 130 francs up on yesterday. This is still about 430 francs down on Friday's close.

Before the news broke that three Crédit Suisse Bank managers from the Chiasso branch were under arrest as a result of transactions involving 2,200m francs (about £500m) lent to a Liechtenstein holding company now reported to be in financial difficulties.

The two main competitors of Crédit Suisse, the oldest of Switzerland's big three banks, with 123 branch offices and agencies here, had simultaneously offered the standby credit "in case of necessity".

The bank, with capital and reserves listed at 2,637m francs on December 31, 1976, haughtily said it did not need the cash.

Swiss newspapers today criticized the wisdom of making the size of the standby credit known, since the disparity between Crédit Suisse's estimation of losses of up to 250m francs and the magnitude of the offer was so great.

"It had the effect of a bomb", the *Journal de Genève* said, and *Die Tat* in Zurich estimated 759.4m francs was wiped off the value of the Big Three's shares yesterday.

Today some of that was recovered, without an answer being given to the question of how three senior officials were able, according to the Lugano public prosecutor, to hide the loans from head office for years.

As about 50 auditors went through the books and a Crédit Suisse legal adviser joined the board of the Liechtenstein company, Texon Finanzanstalt of Vaduz, Crédit Suisse came in for public criticism for its own handling of the affair.

By setting the maximum losses at 250m francs earlier this month when the scandal first broke and then omitting any reference to a figure in its statement on Monday, Crédit Suisse unmoved the investment market and fuelled fears that the sum lost might be astronomically higher, some financial sources in Zurich commented.

Asset valuation will be a long process

Texon owns an Italian group responsible for much of Italy's wine production, a luxury holiday company and a plastics group.

But the vacuum has led to speculation that final losses could be as high as 700m francs putting even the collapse of West Germany's Herstatt Bank in the shade.

The Swiss banking establishment, and Crédit Suisse, are making sure people know that they can take it, however, and they will be the only losers.

Despite this confidence, however, financial commentators agreed that the image of Swiss banking has certainly suffered, and pressure is growing for tightening up Switzerland's banking laws under which the commercial banks can operate as brokers.

John Earle writes from Rome: According to Milan reports about 1,000 Italian clients are involved in the Crédit Suisse affair through fiduciary deposits placed with Texon. Their position is delicate, as they fear that if they identify themselves, they may be charged with illegal export of currency from Italy.

The Crédit Suisse affair is the second crisis in recent weeks to hit Italians with accounts in Switzerland. Italians were reported to own most of 8,834 foreigners' shares held by a smaller Swiss bank, Weisscredit, which has failed.

'Dictation' charge against GEC

By Malcolm Brown

Arguments over the restructuring of the power generation industry continued yesterday with accusations that GEC had been dictating terms.

GEC, whose managing director, Sir Arnold Weinstock, is still in the middle of discussions with the Government, would dominate the turbo-generator industry if the Government backed a plan for it to take over the Newcastle company, C. A. Parsons.

Mr Mike Thomas, Labour MP for Newcastle upon Tyne, said yesterday that by making the forward ordering programme for power stations dependent on GEC's restructuring, the Government "has allowed GEC to dictate its own terms for restructuring, secure in the knowledge that Reynolds' position in the argument could only be weakened by continuing delay in ordering."

The Parsons workforce, which was told on Tuesday of 1,600 redundancies, wants GEC and Parsons to take equal shares in a national turbine generator company.

Property company faces libel suit after £9.5m deal for London site

By John Brennan

Regional Properties, a £36m public company, is to be sued for libel over accusations it has made concerning a £9.5m property deal.

Solicitors acting for Mr Edward Pineles, a property developer now living in the South of France, yesterday issued a writ, which will be served on Regional this morning, claiming damages for libel in respect of a letter alleging that Mr Pineles was party to a conspiracy.

Mr Pineles's writ relates to a letter before action sent by Regional earlier this month to Mr Pineles. In May 1973 Regional paid Mr Pineles £9.5m for a two-acre development site in Kensington known as St Stephen's Precinct.

Regional's letter follows reports late in March that the results of a two-year investigation into the activities of the Royal Borough of Kensington and Chelsea's planning office had been submitted to the Director of Public Prosecutions.

Regional's purchase of St Stephen's Precinct formed part of those investigations.

Regional's allegations and the Police investigation focus on the planning status of the site, which has proved a major financial embarrassment to Regional.

Assembled in the late 1960s by Mr Pineles, St Stephen's Precinct was to have been comprehensively redeveloped but, after protracted and abortive efforts to obtain a satisfactory planning permission Mr Pineles decided to abandon plans to develop the site and arranged for its sale by private tender.

Invitations to tender were sent to 60 property companies and developers early in 1973.

Mr Neville Conrad, who became managing director of Regional in 1972 with plans for a vigorous expansion of its commercial property development side, outbid his rivals for the St Stephen's site.

His offer of £9.5m was £2.5m more than an earlier offer for the site by Raglan Property Trust and £3.5m above the highest bid received at the time of the tender for sale, from First St George's Investment Trust.

At the time of the deal Mr Conrad wrote to Mr Sidney Kaye, the architect who had drawn up provisional plans for the site for Mr Pineles saying that: "I intend to make a very bullish attempt to acquire here. And in a statement to shareholders following the purchase Mr Conrad commented that "this outstanding site has been acquired for future redevelopment."

In that statement an independent valuation of the site by estate agents Jones Lang Wootton said that on the information available to the agents "the consideration paid by your company for the freehold interest in these properties is reasonable."

Since his acquisition of St Stephen's Precinct, Mr Conrad has had to face a massive slump in the value of the site.

Accumulated interest charges on the purchase price could make the overall cost of the deal to Regional over £12m.

Mr Conrad felt unable to comment on the situation last night, the matter is in the hands of his lawyers.

Sweet life sours for take-away traders

Eight hundred take-away food traders have joined forces to fight local and central government moves which they claim are threatening their livelihood.

As its first task, the newly formed Take-Away Food Federation is objecting to what it says are penal registration fees charged by certain London boroughs under the new Greater London (General Powers) Act 1976.

With effect from this month, the Act for the first time subjects take-away food outlets, which open late at night to licensing requirements similar to those for pubs where food is consumed on the premises.

The legislation also alters the fee for registration from £1 to £100. London boroughs to charge what they consider is a "reasonable amount" for the inspection associated with registration.

In meetings with GLC and London Boroughs Association representatives, the take-away food traders say they were under the impression that the new annual charge would be £5 to £10.

In the event, some boroughs are threatening to charge much more. In particular, the take-away food traders are dismayed by proposals by the London Borough of Lambeth to charge an annual fee of £100.

The traders, many of whose businesses are family-run with turnovers of £1,000 a week or less, say the fee is excessive and some are threatening to stop opening after midnight to avoid it.

In the longer term the federation, which aims to bond together fish shops and hamburger and chicken bars with Chinese take-away interests, is seeking to rationalise their members' position as far as legislation on employees wages and hours of work is concerned.

At present, some of Britain's 20,000 take-away food shops are classified as retail food outlets on the Department of Employment Wage Councils. Others are categorised as "unlicensed places of refreshment" which have a totally different wage structure geared to shift work, staggered over a seven-day period from that applied to retailers of uncooked food.

Mr Robin Baldwin, secretary of the federation says the subject is high on the agenda for discussion by members. Meanwhile, approaches have been made to the Department of Employment to see if the take-aways can be represented on both wage councils.

Take-away food shops are frequently criticized, unfairly they say, for generating litter and for causing traffic congestion. Their argument is that most of their business (over 50 per cent in the case of Kentucky Fried Chicken, which with 250 outlets is one of the largest) takes place after 5 pm when traffic has eased.

Patricia Tisdall

State steel wins £21m North Sea contract

By Peter Hill

British Steel's tubes division has won its largest North Sea contract. Worth £21m, it will involve supplying more than 30,000 tonnes of predominantly high grade oil well casing and tubing for Chevron Petroleum in the development of the Ninian field, which is to start production next year.

Mr G. H. Armistead, managing director of the BSC's tubes division welcomed the Chevron contract. It was for this type and size of order that the corpora-

tion had decided to invest heavily recently to maintain its dominant position as casing supplier to the North Sea.

Most of the order will be produced at the division's Clydesdale and Imperial works in Lankashire with significant tonnages also being produced at corporation plants at Corby, Filton and Llanwern.

The 35,000 tonnes of seamless casing required by Chevron represents about one third of the tubes division's annual casing output. It would boost

the total of BSC casing installed below the North Sea to more than 250,000 tonnes.

The division has invested £45m at its Scottish works. An £18m electric arc steelmaking plant at the Clydesdale works was commissioned 18 months ago. It replaced outdated open hearth steelmaking plant and raised productivity of steelmaking at the works to 350,000 tonnes a year, making it one of the largest integrated steel and seamless tubes works in Europe.

Leyland 'working flat out' to meet £170m sales

By Clifford Webb

Mr Derek Whitaker, managing director of Leyland, says the immediate prize for Leyland Cars if it continued to meet production targets.

He said: "At this moment we have firm, solid orders for more than 1,000 vehicles in the United Kingdom alone. These are worth more than £170m at showroom prices. We are working flat out to get these to our distributors and to get them throughout the country as quickly as we can so as to meet the need."

Mr Whitaker added that cars in the Austin Morris ranges accounted for more than £100m of these orders, while a further £35m related specifically to the new Rover 3500.

After the strikes a month ago, he said, factories had consistently reached targets laid down in Leyland's business plan. Although he did not give details the target is understood to be around 20,000 cars a week, and is the same as that set by Mr Varley, Secretary of State for Industry, as the price of further Government financial

assistance. "I am delighted that our employees have responded so magnificently to the challenge laid before them when they returned to work four weeks ago."

"Since that time the vast majority of our employees have displayed a firm determination to stay at work whatever the problem and to assure the general public that we are a company with a prosperous future."

R. W. Shakespeare writes: off of 8,000 other Hollywood workers,

two-week strike at Ford's Halewood plant will end today when a peace plan will be put to the 1,000 strikers.

The return-to-work formula was agreed between shop stewards and management and will be put before the striking toolroom and maintenance engineers.

Production losses stand at about £14m worth of Escort cars and another £2m of Escort worth of Transit vans.

The strike has caused the lay-

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Patricia Tisdall

Another draft on inflation accounting likely

By Adrienne Gleeson

Probable publication of another exposure draft on inflation accounting, to follow the controversial ED 18, was forecast yesterday by Mr Stanley Thomson, a member of the Moiphath Committee which produced it.

Speaking after the annual meeting of the Association of Certified Accountants, of which he is a council member, Mr Thomson said that he thought a second exposure draft was "almost bound to come."

There were "certain things we did not get right" which would require further consideration, for example, how the substance of the business might be maintained, the treatment of contracts and work in progress, and the various questions of monetary adjustments.

However, while reserving its position on the subject of monetary adjustments, the association extended a general welcome to ED 18.

Mr Kenneth Peters, the president, said the draft was "a 90 per cent on the right lines. The association suggests modification of the application of ED 18 to small businesses."

In brief

American import bill for oil passes \$4,000m in month

America's bill for imported oil rose above \$4,000m (about £2,333m) in March, pushing the country's trade balance into a record deficit for the fourth time in the past five months, the Commerce Department said yesterday.

Imports exceeded exports by \$2,330m in March, surpassing the previous record of \$1,870m in February, the Commerce Department reported.

The deficit for the year now stands at \$5,920m, slightly more than for all of last year.

Government analysts had been blaming much of the deficit in the first two months of the year on bad weather and attendant transportation problems. But the latest figures showed the United States trade performance to be worse than the Administration had originally expected.

Petrol rises intensify forecourt war

British Petroleum, Esso and Mobil yesterday intensified the petrol price war by announcing increases in prices that are substantially below those introduced by Shell at the beginning of the week.

After Shell had announced new wholesale prices that could increase the cost of petrol at the pump by 2.5p to 3.5p Esso, its largest competitor, disclosed increases from midnight that were likely to add only 1.5p a gallon at the pump for all grades.

Central heating oil and other industrial fuel oil increases by the three companies were also below those of Shell.

German bank's plea on wage discussions

West Germany's Federal Bank yesterday urged both sides of industry to find a new approach to wages as a condition for making a significant reduction in unemployment, which at present stands above the million level.

In its annual report the bank said that this year's round of collective bargaining in which wage settlements of around 7 per cent have so far proven to be the norm, has made the task of cutting back unemployment and holding down prices more difficult.

How the markets moved

The Times index: 176.12 + 2.58
The FT index: 427.4 + 6.4

Rises

Anchor Chem	5p to 57p
B&P & Pind	4p to 47p
Bell Ammi	2p to 11p
De La Rue	15p to 100p
Gleeson Grp	5p to 53p
Greenbank Ind	6p to 53p
Hammerhead	13p to 42p
Heather Gild	15p to 32p
Richson Welch	44p to 44p
Highgate	6p to 34p
Intercontinental	33p to 32p

Falls

Allen H. & Ross	10p to 38p
Joseph L.	5p to 120p
Newarthill	5p to 54p

Equities had a strong session. Gold-edged securities saw a better demand. SDR-F was 1.16050 on Wednesday, while SDR-F was 0.674827. Commodities: Reuters' index was at \$1729.8 (previous 1728.5). Sterling closed at \$1.7199 up 7 points. The effective exchange

THE POUND

Bank buys	Bank sells
Australia \$	1.61
Austria Sch	30.25
Belgium Fr	64.75
Canada \$	1.14
Denmark Kr	10.61
Finland Mkk	7.20
France Fr	8.77
Germany Dm	4.24
Greece Dr	62.00
Hong Kong S	8.30
Italy Lit	1550.00
Japan Yen	500.00
Netherlands Gld	4.41
Norway Kr	9.37
Portugal Esc	68.00
S Africa Rd	2.05
Spain Pes	121.50
Sweden Kr	7.75
Switzerland Fr	4.63
US \$	1.76
Yugoslavia Dnr	34.50

Rate for small denomination bank notes only as supplied yesterday by Barclays Bank International Ltd. Different rates apply to travellers' cheques and other foreign currency business.

rate closed down 0.1 at 61.7. Gold rose 0.5 to \$147.625. SDR-F was 1.16050 on Wednesday, while SDR-F was 0.674827. Commodities: Reuters' index was at \$1729.8 (previous 1728.5). Reports, pages 26, 27, 28 and 29

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Wrangling expected over IMF quotas

From Frank Vogl

Washington, April 27

European Community members are sharply divided over the extent to which the financial resources of the International Monetary Fund should be increased. There are also disagreements on this key question between the developing countries and the leading industrial countries.

Sources close to the finance ministers' committee meeting, which starts tomorrow, said that the disagreements are so intense that there is no prospect at all of any final agreement being reached this week.

The question of establishing a fund under which the fund will monitor foreign exchange market developments.

There is a widespread view here that this latter topic is only a marginal importance. The sources pointed out that it is unrealistic to assume that the IMF will ever be in a position to force the United States, West Germany or Japan to change their exchange rate policies.

Herr Hans Apel, the West German finance minister, told reporters here that just one line is devoted to this subject in the bulky briefing papers he has brought with him and that one line merely notes that IMF currency market surveillance is a good idea.

The ministers of the Group of Ten leading industrial nations met today to try and reach broad agreement on their positions on the major issues to be discussed tomorrow. Sources close to these ministers say that a main problem for them is that even at this late hour they still do not know how much the oil-producing countries, especially Saudi Arabia, are willing to contribute to strengthen the IMF's reserves.

Tomorrow's meeting will be devoted to proposals aimed at raising the IMF resources. Several proposals have been made.

The main ones call for the creation of a special IMF supplementary facility of up to SDR 14,000 million and for an increase in member country quotas of up to 100 per cent.

The sources stated that there is now no doubt that the longer it takes to reach agreement on the supplementary facility, the greater will be the pressures for large quota increases.

West Germany, Holland, France and Luxembourg want the quota increase to be limited to a maximum of about 30 per cent, the sources said.

The other Community countries want a much greater increase, with Britain believed to be supporting a 50 to 70 per cent rise. The developing countries, represented here by the Group of 24, issued a communiqué today calling for a 100 per cent increase.

The West Germans and the Japanese, the sources noted, are bluntly stating that a quota increase of more than about 30 per cent will have to be accompanied by a redistribution of IMF shares that gives these countries greater influence.

Herr Apel said here that a redistribution of share holdings will demand lengthy negotiations and that it would therefore be best, if swift action is to be taken, if agreements were reached on only a small quota rise.

All countries appear to support the plan for a new supplementary facility, including Saudi Arabia.

At most, this meeting will end with only agreements in principle on the new facility and a quota increase. The United States and West Germany are insisting that the contributions to the new facility should be evenly split between oil-producing surplus countries and those industrial countries in a position to lend to the fund.

The Group of 24 argues that loans from the facility "should have low conditionality".

Government 'wrong to hold rate of exchange'

By Caroline Atkinson

If Britain is to benefit through lower inflation from the present tight money policy the Government should stop holding down the exchange rate and let the pound float upwards while it can.

This argument is presented today in a paper by two London Business School economists, Mr Terry Burns and Mr Alan Budd, accompanying their three year forecasts for the British economy.

They say that the policy of holding the pound down when demand for sterling is strong could lead to the worst of all possible worlds when combined, as at present, with a tight money target.

Recession combined with high inflation would continue, while a freeing of the exchange rate could slow down inflation and boost output.

The authors are using a monetarist framework. Their conclusions are very different from those of economists both inside and outside the Government, who believe that the international competitiveness necessary for Britain's success depends on a depreciating pound to compensate for faster inflation in Britain than in competing industrial economies.

Mr Budd and Mr Burns argue, on the contrary, that competitiveness is determined by the domestic labour market, and changes in the exchange rate feed through to inflation rather than the other way round.

The value of a tight money policy, they say, is that it leads to a rise in the exchange rate which then moderates the rate of domestic inflation through cheaper imports. This then boosts the real money supply (which is equal to the nominal growth in money less the rate of inflation) and thereby the rate of output growth in the economy. The slowdown in inflation also boosts home demand through its effect on savings.

When inflation is easing away the real value of people's savings, they save more.

Slow growth forecast: The British economy will grow by less than 1 per cent in 1977, according to the latest forecast from the London Business School. Unemployment will continue to rise during the year and go on increasing until 1979.

London Business School Centre for Economic Forecasting

National Freight Corporation cuts losses from £31m to £15.3m

By Michael Bailey
Transport Correspondent

National Freight Corporation is well on the way to eliminating the £30m deficit which so embarrassed the Government last year and with associated cashflow problems led to the calling in of consultants Cooper Lybrand at Treasury behest.

Reporting a reduction in overall losses from £31m to £15.3m in 1976, Sir Dan Pettit, the chairman, hinted yesterday that given a continuation of first-quarter trading trends and an absence of industrial strife, the corporation could be back in overall profit this year.

Results so far are substantially above forecasts which themselves budgeted for a sharp improvement in 1976.

"Despite all the gloomy and pessimistic talk, particularly in Parliament, about the performance of the NFC," Mr Peter McGrath, the departing finance director, commenting on the latest annual report yesterday, "there is on current trends every reason to expect a record trading profit in 1977, substantially over 1976 and probably exceeding the projections of the Cooper report."

Last year's result was reached



Sir Dan Pettit: interest charges £11m.

after paying out £11m in interest charges and £15m on closures and redundancy payments. Eight months after Cooper Lybrand submitted their report, Mr Rodgers, the Secretary of State for Transport, is still pondering what to do about National Freight.

Gross turnover last year was £338m, £34m up, and the trading profit, at £4m, a £13m

improvement on 1975. Performance of subsidiaries with Sir Dan's comments are as follows: British Road Services: "a record profit of £5.9m; a remarkable result but still not a good enough return on capital."

National Carriers: loss of £4.1m, a £5m improvement on 1975. Under Mr Brian Hayward, a former lorry-driver, NCL is more market responsive with higher charges and reduced costs. "The giant is stirring."

Freightliners: £13m profit from a £1m loss in 1975. "With performance like this, debate about who should own it is something of a non-event. Under us, we would expect a further improvement to £2m-£3m profit this year. Handling them over to BR would be like putting Liverpool into the European Cup with Accrington Stanley's defence."

Roadline UK (formerly BRS Parcels): a "disappointing reverse" for what was formerly NFC's top money-earner, with a first-ever loss of £1m. Unusually for a state-sector chairman, Sir Dan praised Mr Rodgers for "good ministerial leadership."

Chloride pact with US electric vehicle maker

By Clifford Webb

Competition between Chloride and Lucas to obtain the first British foothold in the potentially big American market for electric powered vehicles heightened yesterday with an announcement by Chloride that it has signed a partnership agreement with one of America's leading electric vehicle producers.

Electric Vehicle Associates (EVA), of Cleveland, Ohio, Chloride has formed a 50-50 owned company with EVA Chloride, which is to manufacture and sell electric buses and vans.

This is a different approach from that being pursued by Lucas. The Midlands-based group recently took its prototype electric bus to Detroit and demonstrated it to the heads of General Motors, Ford, Chrysler and American Motors—and is clearly hoping to sell Lucas expertise and key components to established motor manufacturers.

A similar pact has already been established by Lucas in Britain. Vauxhall, the GM subsidiary, is to produce a number of Lucas-designed electric vans based on a Bedford chassis.

Chloride has similarly cooperated with Chrysler United Kingdom to produce a prototype electric van, the Silent Karrier. However, by venturing into the manufacture of its own vehicles in the United States it now has a foot in two camps and an answer to those supporters of electric vehicles who have long complained that the motor industry's interest in electric propulsion is little more than a face-saving exercise to appease energy-conscious governments.

EVA has already supplied electric cars to American federal, state and municipal authorities for testing and claims to be one of the country's pioneers in electric vehicles. Some 18 months ago it acquired the light vehicle division of Ods, which added bus and van capabilities.

Plea to NEB on tooling by Leyland

By Malcolm Brown

The National Enterprise Board yesterday was urged to examine the progress made by Leyland Cars in implementing the recommendations of the Ryder report on the organization of product development.

In a report submitted to Mr Leslie Huxford, Under Secretary of State at the Department of Industry, the Technical Administrative and Supervisory Section of the Amalgamated Union of Engineering Workers, also ask the Department of Industry to examine the British tool industry with particular reference to tool manufacture and the contract and consultant engineering design companies.

It is essential for Leyland Cars to be preserved and to prosper as a major volume car producer, the union says. This can only be done if investment funds are made available to develop the engineering, tooling, and design capacity and a full model range.

There is a need to buy advanced engineering, design and tooling facilities from western Europe and the United States, and investment funds have been made available to buy this technology.

"The current review of Leyland Cars whole operation must confirm this decision. To deny such funds would be to condemn Leyland to a future of relatively low productivity and would simply repeat the errors of the past," the report says.

The union emphasizes that it is essential for Leyland Cars to break this dependence on overseas expertise and to develop its own capacity in these fields.

In brief

Japan allows car venture by BL and Mitsui

Japan has approved a joint venture company in Japan between British Leyland International and Mitsui and Co, to increase imports and sales of Leyland cars, the Finance Ministry announced.

The new firm, Leyland Japan, is capitalized at 1,500m yen (about £2m), 35 per cent owned by British Leyland and 65 per cent by Mitsui.

A spokesman for the new joint firm said it plans to sell Jaguar, Triumphs TR7 and the new Rover SD1, all of which he said can meet Japan's rigid 1976 emission controls.

He said the company hopes its sales, starting from a target of 2,000 units for the first year, will rise to 5,000 units worth \$80m by 1980.

Leyland Japan is planning large investments this year in setting up a pre-delivery inspection centre, a parts depot and a technical training centre in Yokohama, he added.—Reuter.

Industrial output up by 0.9 pc in Japan

Japanese industrial output rose by a seasonally adjusted 0.9 per cent in March, the first monthly increase since last November. Industrial production is now 5 per cent above the level of a year ago. This is a small annual increase, but Japanese standards and reflects the disturbing falls in output during the last four months.

The boost to output in March was lower than many analysts had been expecting. Nevertheless, it signals the end of the recent Japanese pause which has helped to swell Japan's trade surplus and led to the recent lowering of the bank rate.

There was a sharp fall in March in the inventory ratio in manufacturing industry, which measures the ratio of stocks to output. This suggests an upturn in demand which had to be met from stocks but which should now lead to faster output growth.

Slight recovery in manufacturing jobs

Figures published by the Department of Employment show that during the first two months of the year the number of jobs in manufacturing rose by 0.4 per cent, after increasing slightly during the last quarter of 1976.

Evidence suggests that employment is at least no longer falling and may even be rising slightly. During the last quarter of 1976 the total number of jobs, a majority of which are in service industries, went up slightly.

Yard cancellations

Tokyo, April 27.—Cancellation of shipbuilding contracts concluded with Japanese shipyards by domestic and overseas owners was a record 110 ships totalling 7.59 million gross tons in the year ended March 31, the Transport Ministry said. Cancellations by foreign ship-owners totalled 100 ships (6.65 million tons) with 72 tankers, and cancellations totalling 5.87 million tons.

Bank strike ends

An eight-day unofficial strike by staff at the Bank of Cyprus which prevented customers depositing or withdrawing money ended yesterday. The National Union of Bank Employees has decided to seek pay parity with staff of other banks through the Employment Protection Act.

LETTERS TO THE EDITOR

Taxpayer's view of the Drax B debate

From Mr S. W. Tyler

Sir, As a taxpayer and a consumer of electricity, I may fairly claim to be representative of the majority of people in this country. Hence the argument which is currently ensuing concerning payment for the cost of Drax B really only concerns the point as to whether my proportion of the cost comes from my left pocket or my right pocket.

The report on page 23 of *The Times* on Friday, April 22, points out the well-known fact that there is a lot of coal in Yorkshire but that at the present time we are forced to import oil at vast expense from abroad. The onset of North Sea oil would probably rectify

this position but only for a finite period.

It seems to be logical to make provision for utilization of the raw materials which we have in this country, ie, coal, which will continue to be available to us for many years after North Sea oil has been spent. The true point to be discussed concerning Drax B relates to the utilization of coal and North Sea oil as raw materials and the discussion as to who pays for the cost of Drax B is well known to all the parties concerned. It is the community at large, be it as a consumer or a taxpayer.

Yours faithfully,
S. W. TYLER,
32 Manor Gardens,
Hampton,
Middlesex,
April 25.

Resources 'locked up' in engineering companies

From Mr Gerald Hansard

Sir, Miss Soesan (April 19) claims that I have done "less than justice to the engineering industry" by drawing attention to its investment in inventories, and requests more information.

My sources were: *Statistical Abstract of the United States, 1972 table 1.188, and Reports on the Census of Production (UK)*. The United States figures are for the year 1970. The astronomical figures quoted in my letter of April 7 may be expressed in less alarming terms. For every £100 of sales, United States engineers maintained inventories to the value of £21, whereas United Kingdom engineers apparently found a need for inventory back-ups of £36 in 1973 and £40 in 1974.

By relating average inventories each year to sales in the same year, I have reduced the disturbing influence of inflation and, although it was not my intention to compare one year's figures with another's, it is worth noting that there was a significant increase in 1974. It was, of course, in November, 1974, that Mr Healey announced his stock relief measures.

As regards the figures for 1975, there is no mystery. As the official statistics for the past two years were not available, I made what I believed to be a conservative estimate for 1976 only, thus bringing us bang up to date.

In addition to the aggregated statistics, I also referred to the published annual accounts of companies in the United States, United Kingdom, and West Germany. The comparisons are for the most part not flattering to United Kingdom engineers. For example, in the motor vehicle industry in 1973, United Kingdom manufacturers invested £18.70 for every £100 of sales, whereas their United States counterparts invested £9.90.

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Far from retirement

From Mr David Moreau

Sir, I was flattered by your reference to me in your Business Diary (April 19) in connection with Syntex Pharmaceuticals, the company I founded in 1965.

It was nice to have my novelistic talents inflated to the point where I could be thought to have retired, without hardship, from being chief executive of Syntex to full time writing.

In fact, I left to become

chairman of Weddel Pharmaceuticals, a post which I still fill non-executively, and also to be managing director of Elga Products, which I hope has something to do with its average growth rate of 40 per cent per year.

Yours faithfully,
DAVID MOREAU,
Managing Director,
Elga Products Limited,
Lane End,
Buckinghamshire,
HP14 3JE
April 20.

'Damaging' disclosure requirements

From Mr Colin Dauris

Sir, I was pleased to see the letter from Mr David Mitchell MP, suggesting that the welcome for yet greater disclosure requirements would be severely limited. The very word "disclosure" confuses the issue, as interested parties, particularly lenders, ask directly for the information they require, whatever the law is.

What Companies Acts enforce is publication to people with no legitimate interest in the business concerned. This is not just an administrative burden on smaller companies, it can be a source of damage to them.

If landlords or major suppliers or customers know the exact financial position of a comparatively small company they can bring undue pressure to bear on it, while if they themselves are large companies or foreign, corresponding details about their own affairs will be hard or impossible to discover.

In suggesting that publication can be justified if a company is important to the area in which it is located, Mr Mitchell proposes a definition which is too wide and hardly practicable. His criterion would need extremely complicated formulation or would leave wide room for subjective judgments.

For example, how would it be decided whether a company employing twenty people in a small village was a more important employer in its area than one employing 500 in a large city?

This association maintaining that the publication of accounts is necessary and justified only for a fairly limited class of companies. That comprises those which invite the general public to subscribe by obtaining quotation on a stock exchange.

Yours faithfully,
COLIN DAURIS,
Chairman,
SRA,
The Association of Independent Businesses,
Europe House,
World Trade Centre,
London EC1A 4AA,
April 26.

Amazon tycoons

From Dr Vincent Powell-Smith
Sir, Amazon tycoons please apply (April 21)

Ms Holt's assessment can scarcely be equalled by that of those who, from time to time, seek to employ secretaries.

Despite inflated salaries—which bear no relation to the value of the job—most accountants seem incapable of carrying out even the simplest secretarial tasks. Typing skills are non-existent and the telephone is, apparently, a hideous new invention.

In desperation, one is driven to "gilding the lily"—but still to no avail. For my part, I am astonished to see secretarial positions advertised at £4,000 p.a. or even more. No wonder that we cannot defeat the inflationary spiral!

Yours faithfully,
VINCENT POWELL-SMITH,
Oak Tree House,
4 Sycamore Close,
Leicester LE2 2RN,
April 21.

Tax on charity

From Mrs B. Harper

Sir, I wonder how many people like me are reluctant to give generously to charity knowing that the income of charitable organizations is subject to income tax?

Yours faithfully,
B. HARPER,
218 Hospital Bridge Road,
Whitton,
Middlesex,
April 25.

London Life A successful 170th year.

In his statement on 1976, the President of the London Life Association Limited, Sir Humphrey Pridemore, included the following comments:

"One of the worst features of (1976) has been the growing pressure on the disposable income of the managerial, professional and self-employed classes from which much of our membership is drawn."

"In the circumstances, it is pleasing to record that the increase in total new business in 1976 compared well with that of other offices. Indeed, if the declining business with the Federated Superannuation System for Universities is ignored... our rate of new business growth was above the average of other offices."

"The transfer of policyholders from the FSSU into the new privately-funded Universities Superannuation Scheme continues inevitably to affect our new business totals. This development has been long foreseen and we have carefully planned for its consequences. We are making arrangements with U.S.S. for transferred policies to be surrendered on terms we have specially quoted and for total surrender values to be paid into our Managed Fund over the next three years. I can repeat my assurance of last year that the running down of FSSU will be in no way detrimental to existing or potential members of the London Life."

"In my Statement last year I mentioned that we had introduced a new type of Pension Annuity policy. I am pleased to report that this new policy has proved to be highly competitive and a very popular addition to our range of contracts."

"Capital Transfer Tax has been with us for about two years; many of our members... are taking advantage of two types of policy which are especially well-suited to provide funds to pay CTT. The first is the Capital Safeguard Scheme. The second is our old friend the Reduction of Premium policy designed as long ago as 1806. Properly written, these policies can accumulate funds which will themselves be free from CTT."

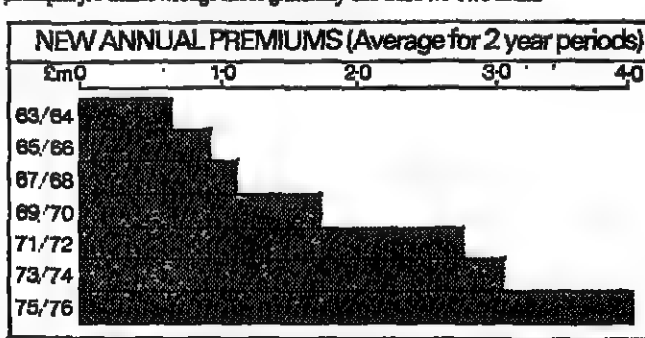
"Despite the uncertain economic outlook, the capital value of our stock exchange investments was well maintained... The interest rates earned on the funds were increased, despite last year's writing-up of investment values."

"A notable achievement was the completion of the office property at Clement's Inn on the Strand, and its sale for £13 million...."

"As in previous years we have made a transfer from the Investment Reserve to boost the surplus for the bonus declarations... I am confident that the amounts we are retaining in reserves are quite adequate to ensure the

maintenance of future bonuses at the rates now declared, provided interest earnings and capital appreciation keep up reasonably in the long term and inflation is brought under control."

"The one constant factor has been the loyalty, energy and quiet efficiency of the staff under the leadership of the Actuary and General Manager. The members of our staff are typical of those whose living standards are being eroded by taxation, inflation and salary restriction, and their patience is exemplary. I acknowledge most gratefully the debt we owe them."



The London Life Association is pleased to announce the following bonus rates for the year commencing 1st July 1977:

Reduction of Premium System
For policies in the 60th or earlier Series, i.e. Policies issued prior to the 1st July, 1975, an increase of 9 (1976: 10) in the rates of reduction of percentage allocation. For Policies in the 69th and 70th Series, an increase of 7 in the declared percentage rate.

Reversionary Bonus System
A compound Reversionary Bonus of 4.60% (1976: 4.60%) (including compound bonus deferred annuities in the General Annuity Fund and Pension Business Fund).

Simple Bonus—Pension Business
A Simple Bonus of 7.70% (1976: 7.50%).

For a copy of the Association's Report and Accounts for 1976, together with information about the range of policies offered, please send the coupon.

London Life 170 years of Service and Security

To: The Secretary, The London Life Association Limited,
81 King William Street, London EC4N 7BD

Please send me the Report and Accounts for 1976.

Name _____

Address _____

I am also interested in ☐ Savings & Investment ☐ Protection ☐ Pensions



Foseco Minsep LIMITED

World sales reach £165 million

Pre-tax profit at new peak of £15.9 million despite difficult trading conditions

- * Resilient performance by Foseco foundry products.
- * Real progress in international development of Fosroc building and construction sector.
- * General extension of operating bases - Foseco Minsep companies now in 27 countries.
- * Sound balance sheet and good financial position.

	1976	1975
Sales outside the Group	£600	£600
Profit before tax	165,427	133,119
Profit attributable to ordinary shareholders	15,866	14,156
	9,445	7,782

	1976	1975
Earnings per ordinary share	16.7p	14.7p
Dividends per ordinary share	4.0971p	3.7246p

Eric Weiss, Chairman, says

"Our continued success in this rapidly changing world will depend above all else on the quality of the management and the skills and motivation of all employees."

We are as confident as ever that there continues to be major long term potential for onward development of the Foseco metallurgical businesses... the momentum of Fosroc international development is accelerating and the Fosmin and Fospur sectors anticipate further profitable growth in the current year."

Copies of the Report and Accounts for 1976 will be available after 3rd June 1977 from the Secretary, Foseco Minsep Limited, 38 Queen Anne's Gate, London SW1H 9AB. (01-839 7030)

BY THE FINANCIAL EDITOR

Tarmac rides the recession

Tarmac claims to have achieved a selective policy which continued to pay off last year in the United Kingdom's deteriorating conditions for construction.

The group's 11 per cent pre-tax profit is well up to most market expectations and reflects an exceptionally strong performance by most divisions.

The gains at the pre-tax profit level would have been in line with a 24 per cent turnover increase to £511m without an anticipated once and for all £27m provision on the Brussels property development.

The outcome was further marred by United Kingdom property losses of £890,000 and a loss of just under £1m on the highly geared German quarrying operations.

However, the United Kingdom construction division managed to boost trading profits 50 per cent to £5m thanks to continuing road-building contracts which building products and housing both pushed up 25 per cent.

The controversial Tubs acquisition, shipped in over £1m in its first four months and is expected to contribute around £2m this year.

Bad weather, however, has meant a bad start to 1977 in the United Kingdom and volume-hungry rivals could make the competitive going much tougher for Tarmac in future.

As of which leaves the international division which covers developing countries as Tarmac's best hope for future growth at least until the next upturn in Europe. This division almost trebled trading profits to £23m last year and a recently won £40m Middle East contract in the Gulf should ensure further progress this year.

German losses continued for the time being but the mere elimination of United Kingdom and Belgian property losses this year should go far towards ensuring growth of around 20 per cent to perhaps £27.5m this year.

This would put the shares after yesterday's climb of 4p to 154p on a prospective p/e ratio of under 7 and a potential yield of 9.6 per cent—a rating which has its attractions not only in relative terms.

Final: 1976 (1975)
Capitalization £85m
Sales £511m (£411m)
Pre-tax profits £22.5m (£20.3m)
Earnings per share 17.8p (12.8p)
Dividend gross 13.5p (12.28p)

Fosco Minsep Dividend plea rejected

Fosco Minsep has joined Shell in being a company to ask for exclusion from United Kingdom dividend controls and be turned down.

Fosco's case is, perhaps, not particularly strong, for although 90 per cent of its profits arise overseas, licensing income is grouped in with United Kingdom profits making the split rather 75/25, and possibly 20 per cent of its assets are at home.

The failure of this route to increase the dividend, currently covered four times, leaves the 3.9 per cent yield as the major brake on the shares, up 7p at 160p yesterday, at a time when investors should start to pick up sharply.

Profits for 1976 are only 12.1 per cent up at £15.9m, and £700,000 of that is due to exchange gains. But a decline in margins despite increases in volume in both the two major divisions is explained by a £1m swing into losses of £160,000 in the United States metallurgical company.

Last year, Fosco's best performance was on the foundry side as the automotive industry picked up, but this was also a 10 per cent gain from Fosroc, the building chemicals and products side

Clarke Chapman Defensive qualities

Clarke Chapman's 1976 profits of £8.1m against £7.52m were below best estimates and that, with the future of the power generation industry still unresolved, was enough to leave the shares 10p lower at 76p on a good day.

The group's vulnerability to the lack of power station orders, however, has often been overestimated, although the power engineering section of Clarke Chapman accounts for 40 per cent of group sales, only around half of that is original equipment to the CEGB and the rest includes the production of highly successful industrial boilers.

Moreover, Clarke Chapman has Kingdom power station production at Gt. Ghyll, where there is enough work for the present about force until end 1979, although profits appear minimal.

Talks with Babcock and Wilcox on CPRS-style reorganization of the industry are continuing, but are unlikely to get anywhere without the announcement of an ordering programme. Whatever the outcome, Clarke Chapman looks fairly well placed, with the worst possibility being the awarding of a Drax B contract to B and W and a subsequent do-leak reliance on Babcock as the major United Kingdom producer without a true reorganization of the industry.

For the rest, Clarke Chapman needs a rise in capital investment to make a major impact on profits, although its diversification into medium/heavy engineering is serving it well and profits should rise, if only a little, in the current year.

avoids strictly limited the downside risk on the power engineering side, and improved liquidity by £5m last year on an already strong balance sheet, a 9.9 per cent yield is attractive.

Final: 1976 (1975)
Capitalization £24m
Sales £204m (£182m)
Pre-tax profits £8.12m (£7.52m)
Earnings per share 14.26p (13.17p)
Dividend gross 7.5038p (6.8217p)

Spillers Yield prop

For all the second half sprint to £10.3m to leave full-year profits marginally ahead at £16m pre-tax when the market had been prepared for a drop of up to a tenth after the poor opening half, Spillers looks to be too much one of the walking wounded of the food sector to make it anything more interesting than a good yielder.

For one thing the group has benefited from the absence of the previous year's £1m losses in Zambia. While much of the

rest of the recovery stems from rationalization throughout the business rather than any real volume or margin growth, and the extraordinary below-the-line debit of £1.6m which has contributed to a small fall in earnings per share despite the drop in the tax charge with no ungroupable losses this time.

Secondly, Spillers still has a number of problem areas where no early recovery is likely. True, the one fifth fall in the minority interest of £1.6m in the Spillers-French, but that has been chiefly on the animal feeds side where improved buying procedures and the drought last year meant a return to decent profits in the second half after barely breaking even in the first.

Milling, however, is still in the doldrums despite picking up towards the end of the year while baking, although nothing up its third consecutive half-yearly improvement, is still at the mercy of the Price Commission which means precious little chance of any headway in the current year.

With some growth points like the Meade-Lundale meat side, Spillers should manage to keep profits moving ahead at perhaps £18.1m this year but with earnings of around 5p a share on the increased capital the prospective p/e ratio of 7 is a reflection of past management. For the moment, the 11.6 per cent yield at 86.1p, albeit on a slimly covered dividend, is the best backdrop for the shares.

Final: (1976-77) (1975-76)
Capitalization £53.7m
Sales £621m (£514m)
Pre-tax profits £16m (£15.5m)
Earnings per share 4.39p (4.46p)
Dividend gross 4.24p (3.85p)

Allen Harvey & Ross An alternative for Simonside

Allen Harvey & Ross has emerged as most favoured candidate for Simonside Investment, whose board announced back in February that they were contemplating liquidation and would welcome bid approaches in the alternative.

After such a come on the bid —232 Allen Harvey shares for every 1,000 of Simonside, valuing the latter at 88.2p apiece on the 380p closing price of Allen Harvey last night, and an 82.5p cash alternative—has no implications for the investment trust sector, of which Simonside was in any case a very junior member—the bid values the company at just £15m. It has, however, implications for the discount issues.

Allen Harvey & Ross is in fact making a rights issue by another name (and at a discount of only 9 per cent on the cash alternative) for Simonside's portfolio is principally cash—only the £250,000 stake in Laseco and the £200,000 in Berry Pacific remain as substantial investments. It isn't, however, the cash that AHR is after, so much as an opportunity to strengthen its capital base, shortly to be depleted by the repayment of £250,000-worth of preference shares.

The bid now planned—and agreed by the holders of just under 35 per cent of Simonside's equity—will more than plug that gap: it will, in fact, boost the capital base by around 50 per cent, and permit the discount house to gear up accordingly. That may not be desirable in today's markets—as Jessel, Toyne & Co. pointed out yesterday, cutting the size of the bid to the length of its maturity is the name of the game at the moment—but it will be if the government borrowing requirement rises later in the year.

Mr Carter: a question of confidence

President Jimmy Carter avoided giving any offence to large private companies and the trade unions with his anti-inflation programme, but he also failed to give much encouragement. Signs of relief were audible when he rejected the use of wage and price controls once again, but widespread scepticism was swiftly apparent when it emerged that the centrepiece of the programme was merely "a framework for consultation" between business, organized labour and government.

Such frameworks for consultation have been tried many times by United States Presidents, and they have rarely produced the cooperation that Mr. Meany, the Treasury secretary, rightly considers is essential if the spiral of wage and price increases is to be broken. That conditions, in particular, are unlikely to favour great successes in the coming year is clear from the forthright talks between the three sides largely President Carter's own fault.

The President has accomplished the fairly easy task of worrying both labour and business leaders within three months of taking office. His once excellent relations with the trade unions have soured more quickly and to a greater extent than anyone could have expected.

Keeping Mr. George Meany happy is an endeavour that no President has accomplished. The 81-year-old head of the influential AFL-CIO trade union organization is cantankerous, autocratic and experienced at trying to bully American Presidents.

Meany and convincing him actively to campaign for voluntary pay restraints by American workers.

Mr. Meany has given no indication at all of any support for a wage restraint policy, except to announce that he will meet government and business leaders given his Democratic Party affiliation and their mostly Republican Party inclinations. Businessmen, as the slump in share prices so far this year shows, have yet to be convinced that they can trust Mr. Carter. They are worried about the large federal budget deficit and its inflationary effect, and they are worried about the President's support of a new government consumption protection agency.

His concern for the environment and his likely support of still tougher anti-pollution laws that will add to business production costs cause them anxiety. They are worried about his willingness to use the government to force business to undertake other investments that do not directly add to productivity, such as some involved in his energy proposals.

They fear that the President will weaken the number of important corporations through his declared aims of both reducing government regulations on industry that have tended to serve the interests of industry more than those of consumers and by his recent call for tougher enforcement of the anti-trust laws.

In addition, businessmen still fear that the President may introduce price controls at some future point, despite all his statements opposing such action. In the short run, they are still doubtful that he will suggest during last year's election campaign that he would like the authority to impose controls.

The success of the President's anti-inflation programme will ultimately depend upon the degree to which he can win the confidence and trust of business and trade union leaders and today this is an immense undertaking. All of the large number of specific actions outlined by the President in his programme to bring down inflation—such as the plan to build stockpiles of raw materials to a plan to reorganize the government's bureaucracy, which could produce public expenditure savings—are of marginal importance in the short and medium-term compared to the significance of discussions between business, labour and government.

The pace of United States inflation has accelerated in recent months and while the administration hopes that its energy programme will add only 0.5 per cent to the consumer price index this year, a number of independent economists have estimated (on the basis of draft outlines of the programme) that it could add 2 per cent to 3 per cent to consumer prices.

The top economic policy officers of the Administration, Mr. Blumenthal, Mr. Lance and Dr. Schultz, are making a public relations effort to strengthen support for productive joint negotiations between business, government and the unions. Companies that suddenly make sharp price rises will face public reprimand from the President and his men. Unions that seek large wage rises for their members are also likely to be rebuked.

Halfway

That there would be some friction between Mr. Meany and the President was only to be expected. But most observers also expected the damage to be limited by the long and considerable friendship that existed between Mr. Carter and Mr. Meany's deputy, Mr. Lane Kirkland.

In December the unions wanted Mr. Carter to propose a \$30,000m 1977 stimulus to the economy. He went halfway by proposing a programme of credit plan for the period from about April, 1977, to December, 1978. But then last week he suddenly scrapped almost all of the 1977 part of the package by withdrawing his \$11,000m tax rebate plan and his \$2,000m business investment plan. The unions were deeply annoyed, but this was only one of the many White House actions that have upset them.

The unions wanted tough protectionist actions to help the United States shoe, textile and colour television industries and the President has agreed, or indicated agreement, for only limited import restrictions. The unions wanted a \$3 per hour minimum wage (compared to the current minimum of \$2.30) but the President has given his support to only a \$2.50 rise. The unions wanted strong White House support for legislation extending strike rights on construction sites, but the White House failed to fix the measure and Congress narrowly voted down the proposal.

President Carter's energy plans are not serving to win him friends in the trade unions either. They add to inflation to their extent and they are possibly leading to unemployment as well; demand for new large cars might fall, for example, so leading to some redundancies in the motor industry.

Thus when one takes all these factors together one is forced to the conclusion that the President and his key assistants are going to have a very tough time sitting down at a conference table with Mr.

Frank Vogl

If Ben Nevis were solid gold

The abundance of North Sea oil—provided that too much of it does not actually push into that very sea—has posed a tricky problem for exchange rate policy. This has a profound bearing on the question whether the oil will fuel an eventual economic renaissance in Britain or merely lubricate the final stages of de-industrialization.

Strong positions have been taken up. The "floaters" maintain stoutly that the oil revenues provide a god-send opportunity to convert the vicious circle of depreciation and inflation into a virtuous circle of stability and prosperity.

The theorists of exported growth and the "foreign-trade multiplier" predict the direct consequences first for employment and eventually for living standards if oil dollars are allowed to sustain an overvalued sterling exchange rate.

The latter argument as it applies to the United Kingdom has been strongly put by Mr. William Godley, director of the Cambridge Department of Applied Economics and an author of the *Cambridge Economic Policy Review* in a circular last week for brokers, bankers, and Costa and Company.

A similar thesis, though with important differences of emphasis, emerges with equal force as it would apply to a self-governing Scotland in an outstanding inclusion to a forthcoming volume of essays on the economics of Scottish self-government. The volume is edited by Q. Press of Edinburgh; and the introduction is written by the volume's editor, Professor Donald Mackay.

Both make the point that oil reserves are a once-and-for-all capital asset. If they, or the proceeds from their sale, are merely consumed, then when they run out oil drops to the standard of living is to be expected.

Moreover, the processes of growth are dynamic and tend over quite a long period to be self-promoting, or self-inducing, depending on whether an economy gets into a virtuous or a vicious circle. Therefore, the effects of "drinking the oil" may be more disastrous than the mere discomforts of the withdrawal symptoms when the horizon of plenty is empty.

The particular mechanism whereby this takes place is facilitated in the process by the interaction between the oil revenues from abroad and the exchange rate policy adopted by myopic governments. The oil dollars flowing in across the exchanges tend to push the value of the home currency up to its equilibrium parity.

This renders the output of the non-oil producing remainder of the home economy uncompetitive in international trade. It goes into decline and unemployment rises.

Governments then react by encouraging home consumption and increasing unemployment; and because they find that the balance of payments is strong enough for them to take such action. Alternatively governments refrain from raising taxes, and the economy staggers even worse.

In consequence, the argument runs, the value of the oil reserves are consumed, not invested, and/or the dynamic thrust of the rest of the home economy is set upon a long period of decline based on excessive living standards reflected in unrealistic (in the long-term) levels of pay and labour costs.

To prevent this disaster it is necessary, according to Mr. Godley, at least to stop this effective appreciation of the home currency and/or, according to Professor Mackay, to use the oil revenues to create capital assets at home and abroad.

Professor Mackay writes: "Self-government would have produced a windfall increase [because most of the benefit of oil goes to the taxing authority] in the wealth of the Scottish community [which] would be very substantial relative to Scottish national income."

"The asset, oil and gas reserves, could be depleted to sustain an increase in private and public consumption and would provide a noticeable improvement in living standards which could be maintained for a few decades. Unemployment would be likely to fall... the policy would not be checked for balance of payments reasons...."

The consequence would be that the de-industrialization of the Scottish economy, which has proceeded apace with the de-industrialization of Britain, would accelerate... the traditional exporting industries in the manufacturing sector would become less price competitive in world markets, as the economy could simultaneously experience both internal price inflation and upward pressure on the exchange rate....

These two positions are less far apart than they appear. The right synthesis could perhaps be achieved by adopting the following rules:

● float freely;

● increase the domestic money supply at a disinflationary and normally non-inflationary rate (10 per cent annually now, declining to 4 per cent in 1979);

● add annually to the official gold and foreign exchange reserves a sum equal to the gross (actual or potential) foreign exchange receipts from selling all North Sea oil production abroad, less ascertained additions to other financial assets abroad and to productive man-made assets at home over and above the additional ones might have been expected in the absence of North Sea oil.

It will then be found that the problems discussed both by Professor Mackay and Mr. Wyman Godley and by the international monetarists come out in the wash.

Specifically:

● inflation will be constrained towards zero over about five years;

● the exchange rate will move under market forces to a level which is appropriate to the competitiveness of the non-oil sectors of the economy; and

● the natural asset of oil will be converted into income-bearing real or financial assets, with a practical political incentive on governments to maximize the real and minimize the financial share of that portfolio since employment-creating investment of the oil money will be more attractive than merely adding to the reserves.

The unemployment problem will, unhappily, but unavoidably, remain so long as labour is supplied under monopolistic conditions.

If anyone doubts that this is the right policy, let them ask themselves what would be the right policy for Britain and for Scotland if it were found that Ben Nevis were made of solid gold.

Peter Jay
Economics Editor

Business Diary: A Select few • ACA's Pocock

There were some extremely red faces around the Palace of Westminster yesterday morning. A subcommittee of the Select Committee on National Industries had requested Eric Varley, Secretary of State for Industry, to appear before them to give evidence on the operations of the British Steel Corporation which the committee has been investigating for the past year.

Varley was there at the appointed hour, supported by a very Whitehall bureaucracy, but members of the committee were conspicuous by their absence—at least most of them. Parliamentary procedures demand a quorum of three members for the committee to go about its work.

Later starts for the subcommittee are by no means unusual, but 15 minutes after the scheduled meeting should have got under way only two members, both Labour, were present. One was Edwin Wright (Deane Valley), the home committee chairman who engaged Varley in polite conversation; the other was Mike Thomas (Newcastle upon Tyne, East), one of Varley's backbench adversaries in the light over the controversial Drax B power station.

Abusive attempts were made to locate the missing MP. The two regular Conservative MPs on the committee are Michael Marshall (Arunside) and Tim Marshall (Mid Sussex), but Marshall was apparently out of town and Rendon quite patently was outside the palace bounds.

Varley, who had set aside two hours of his time for the meeting, took the administrative mix-up philosophically. It

reminded him, he confided, of the old *Sunday Night at the Palladium* television variety show, at the best of the clock game where successful contestants were asked "Can you come back next week?"

He could think of other occasions when he would have welcomed a relief through the non-attendance of a parliamentary committee—the Chrysler UK investigation being one—but he was rather looking forward to the BSC investigation. Twenty minutes having elapsed it was decided that the meeting would have to be abandoned, although Thomas did suggest that Varley might agree to an informal discussion over Drax B.

Was there, we wondered, some Thatcher-inspired plot to embarrass Varley? We spoke to the absent Rendon. Not so far as he was concerned, he explained, meeting but I was not able to get there. I am very sorry to hear that the committee lacked a quorum, but no one rang me," he said.

Sez Les

Leslie Pocock, appointed yesterday president of the Association of Certified Accountants (ACA), is not only picking up the cudgels of his predecessor, Kenneth Peters, but fashioning a few more of his own.

Pocock, now deputy group controller of the Royal Insurance Group, has done a lot of travelling abroad as a leading figure in the British Insurance Association and the International Fiscal Association. He is well into the inflation



Leslie Pocock.

accounting controversy, and is now chairing a special working party of the ACA to come up with submissions on current cost accounting.

He would like to see CCA in the common standard of accounting in Britain within two years, and is intent on spreading the CCA gospel on a forthcoming trip to the United States and Canada.

But he is looking for a two way traffic in transatlantic ideas; there could, he thinks, be a lot in the American notion of having a special committee of directors in a company keeping in close touch with auditors rather than merely leaving the job to the company finance department as so often happens in Britain.

Pocock is one of those people who would eventually like to see some form of amalgamation of the six main organizations catering for accountants, although he thinks the Consultative Committee of Accountancy Bodies (CCAB) is getting over a lot of the practical problems.

"Even so," he says, "it is a

nonsense the way the profession is so fragmented. Sooner or later we shall have to look at this one as a whole."

He backs the Peters stand against continuing practice of government laissez faire—the practice of allowing accounts of unquoted companies to be audited by people not members of any accountants' professional body.

Peters has been pressuring the government over the Department of Trade's licensing of some 200 such people and Pocock expects to keep this up. "I am not a practising accountant but I feel as strongly as practising colleagues do about this," he says.

He brushes away possible charges of elitism with the remark: "I can see nothing particularly to be condemned in acquiring professional qualifications. There is a need for standards."

Phenomenal

Isn't it about time that school-leavers who have been unable to find jobs were officially recognized as unemployed, and included in the seasonally adjusted total of unemployment, the most usual measure of the underlying jobless trend?

Time was when the number of first-time job hunters signing on just after leaving school shot up in April and July (and to a lesser extent in January), as a new batch of school leavers came on to the job market, and then dwindled to practically nothing for the remainder of the year.

There was then some justification for excluding this seasonal phenomenon from the unemployment figures before applying the usual seasonal adjustment to the numbers of adults registered out of work. But the large increase in unemployment among school-leavers in the past two years is not a purely seasonal phenomenon.

There were, on average, about 35,000 jobless school-leavers in Great Britain in February and March this year—the months of traditionally low employment among school-leavers. This is nearly five times as many as were out of work in the same months just two years ago. And the ratio of these longer term out-of-work school leavers to the peak numbers in the summer has risen sharply in the past few years.

This month there were more than 50,000 school leavers on the unemployment register. There is no doubt that if there had been fewer, there would have been a corresponding rise in adult unemployment. It cannot be right that the former is excluded from the adjusted measure of the dole queue while the latter would be included.

Now that Mrs. Thatcher has finished her unpacking after her Chinese visit she might care to look into the problems of an after-school hostel in her Finchley constituency. Reader, Alison Pilpel has sent in an advertisement which she saw in the *Finchley Press* in which the hostel is looking for a domestic assistant: "Rate of pay £96.75p per hour". But then you just can't get staff nowadays, can you?

Nordic Bank

We have pleasure in announcing that COPENHAGEN HANDELSBANK

is to become a shareholder of NORDIC BANK LIMITED with an interest equal to that of each of our three present shareholders.

As a result of this investment the shareholders' funds of Nordic Bank, which as at 31 December 1976 totalled £18.5 million, will be increased to approximately £25 million.

Nordic Bank Limited
Nordic Bank House
41-43 Mincing Lane
London EC3R 7SP
Telephone: 01-626 9561-9
and in Singapore and Hong Kong

Shareholders
Den norske Creditbank
Kansallis-Osake-Pankki
Svenska Handelsbanken

NEW INTEREST RATES

Following the recommendation of the Building Societies Association on April 15th, Gateway Building Society will operate the following rates of interest from May 1st, 1977.

Investment Shares	7.00% net	= 10.77% gross*
Gateway Bonds (3rd Issue - NEW)		
2-Year	7.50% net	= 11.54% gross*
3-Year	8.00% net	= 12.31% gross*
Monthly Income Shares	7.00% net	= 10.77% gross*
Planned Savings	8.25% net	= 12.69% gross*
Deposit Accounts (Personal)	6.75% net	= 10.38% gross*
Deposit Accounts (Subject to basic rate tax)	6.25% net	
S.A.Y.E.s as before		
Savings Accounts (Issue closed)	7.50% net	= 11.54% gross*
Gateway Bonds - (1st Issue now closed)		
under £5,100	8.00% net	= 12.31% gross*
£5,100 and over	8.25% net	= 12.69% gross*
Gateway Bonds - (2nd Issue now closed)		
2-year	7.75% net	= 11.92% gross*
3-year	8.25% net	= 12.69% gross*
4-year	8.75% net	= 13.46% gross*

*If you pay the basic rate income tax, at 35%.



Member of the Building Societies Association
Assets over £440 million. Authorised for investment by Trustees
District Offices and Agents throughout the U.K.

For further details call in at your local Gateway Office or write to
Head Office, Gateway Building Society, P.O. Box 18, Worthing, West Sussex, BN13 2QD.

FINANCIAL NEWS AND MARKET REPORTS

Stock markets

Oil brings best day for fortnight

Equities had their best day for a fortnight as the optimistic forecasts for North Sea production and the hope of another cut in interest rates sent shares prices strongly ahead in thin trading.

Thought the FT index closed 6.4 better at 427.4, much of the emphasis was on the second-line stocks. The point was well illustrated by a jobber in a range of "blue chips" who said that for the first time in his memory the day had passed without a single price being changed.

The optimistic view of interest rates is that M.L.R. will be cut by half a point this week, but a majority feel that a reduction of one-quarter is more likely. Whichever it is, the prospect of any sort of cut and the implications of oil

figures due today, while GKN rose 6p to 300p. Oils continued to feature against the favourable background of news. In spite of having its application for exemption from dividend restraint turned down, Shell continued to be in demand and rose another 14p to 526p on the feeling that we may not have heard the last of the matter. BP came out from under its Wall Street cloud to rise 10p to 918p and Ultramar, after a mention here, gained 13p to 171p.

Better news from the Ekofisk Field had Petrofina £1.50 up to £103.50 and there were more strong gains from North Sea stocks like Thomson Organisation 24p to 532p and ICI Gas 8p to 282p.

Rights issue news caused Gieves Group to add 7p to 57p and Colnase to rise 1p to 33p but F.T.C. Lloyds lost 2p to 53p after its announcement. Agreed terms from discount house Allen Harvey & Ross led to an 8p rise to 85p for Simonside Investment. Tollemache put on 10p to 143p as the speculators took a renewed interest, while

revenues for the balance of payments gave the gilt-edged market a firmer look than for some days. Having opened up a three-eighths better, short dates attracted a reasonable two-way trade at the higher levels and by the close had held on to the early gains. Turnover was lighter at the long end, but the performance of sterling was an additional factor in gains of around five-eighths to eleven-sixteenths.

The engineering pitch wore a firm look, particularly Baxter Siddley which rose 18p to 322p on investment interest ahead of its capital plans. Both Lead Industries 11p to 157p and Vickers 5p to 176p scored good gains ahead of

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Kuwaitis' holdings, Cazenove stand out

By Our Financial Staff

Old standbys Lonrho and the Kuwaitis entertain us yet again. This time Lonrho says that its wholly owned subsidiary, ACCE Investments has brought 75,000 Scottish & Universal Investments shares. It has around 150,000 more than when it acquired its block from Sir Hugh Fraser. Lonrho now has 24.8 per cent of the capital.

The Kuwait Investment Office added to its lengthening list of revelations with a 5.65 per cent holding in Bridon, 9.86 per cent of Barry Trust; 7.17 per cent of Laporte Industries; 5.08 per cent of Howden Group; and 9.3 per cent of Trans Oceanic Trust and 5.1 per cent of Wemps Investment.

It also has 5.3 per cent of Smith and Nephew Associated. It has an interest in film of Aberdeen Construction's Capital.

The Kuwaitis emerge as holders of nearly 6.6 per cent of the capital of Sedgwick Forbes and the Investment Office also has 8.5 per cent of Harrison and Crosfield.

It has, it seems, a high opinion of Chubb and Son. Here the interest is 9.65 per cent. In General Accident the holding is as big as 7.2 per cent, and in Hambros Investment Trust, 5.25 per cent.

Guinness has 835,736 shares in Suffolk brewer Greene, King but beneficially add family holdings and stakes linked to them are nearly 2.5m shares.

Staveley Industries has brought up its holding in Barroton and Sons to 10.5 per cent, while Cornhill Insurance holds 7.2 per cent of Floreat Investment.

Kuwait is not the only party in Bridon: British Steel Corporation has 9.93 per cent of the equity. The eye is caught by Cazenove Nominees Ltd, a front for Cazenove Holdings who have 881,619 shares or more than 5 per cent in Micaconcrete (Holdings).

Latest dividends

Company (and par value)	Ord div	Year ago	Pay date	Year's total	Prev year
Anchor Chemical (25p)	1.56	1.56	—	3.69	3.35
Arthur & Madeley (5p) Fin	0.59	0.62	14/6	1.03	0.94
BPM Holdings (1s) Int	0.68	0.43	25/5	—	2.36
Clarke Chapman	3.47	3.09	—	4.37	4.43
De Vere Hotels (25p)	2.4	2.19	—	4.2	3.82
Estate Duties (1s) Fin	4.7	3.81	21/6	7.5	6.36
Gieves Group (25p) Fin	3.0	1.5	—	4.0	2.14
Gramplan TV (10p) Fin	1.37	1.27	—	1.97	1.82
Hopkinson (50p) Fin	3.3	3.36	2/6	4.5	4.11
Hoskins & Horton (25p)	3.32	2.9	17/6	4.58	4.25
Jessel, Tynbee (25p)	3.69	3.28	—	4.57	4.15
Kraft Foods	0.55	0.58	—	1.39	1.39
Lyon & Lyons (25p) Fin	1.13	1.13	1/7	2.26	2.05
Newmans Tubes (10p) Fin	2.65	2.43	—	2.68	2.43
Nurdin & Peacock (10p)	1.57	1.7	—	3.3	3.0
Petracon (12p) Fin	2.38	2.34	—	5.59	5.32
Smith & Nephew (25p)	2.78	2.36	9/6	4.48	4.08
Spillers (25p) Fin	1.94	1.69	—	2.75	2.5
Tarmac (50p) Fin	5.25	4.78	—	8.77	7.98
Telephone Rentals (25p) Fin	3.85	3.5	—	5.22	4.75
Thomson T-Line (25p) Fin	1.62	1.62	—	3.25	3.25
Wight Coal (50p) Fin	3.56	3.35	—	6.71	6.1

Dividends in this table are shown net of tax on pence per share. Elsewhere in Business News dividends are shown on a gross basis. To establish gross multiply the net dividend by 1.34. * Adjusted for scrip. † For 16 months.

Gallenkamp did not reflect talk that fresh terms may soon be announced with a rise of just 3p to 297p.

Higher profits and a 100 per cent scrip helped Nurdin & Peacock to gain 11p to 137p in foods where the report of Keckitt & Colman was good for a gain of 7p to 365p. Though Sillers had a strong second half, future prospects tended to cloud the result and the shares ended just half a point better at 363p.

In the building sector, bullish profits from Tarmac led the way and the shares gained 4p to 154p. Sub-contractor RAT Group met with demand and firmed 4p to 40p and crane group Richards & Wallington held firm at 55p in spite of an earlier disappointing statement.

Diesel-engine maker L. Gardner, where Rolfe-Royce has a sizable stake, were steady at 185p after news of an indication of higher profits.

Shippings had their firm spots like Hunting Gibson 7p to 195p and Walter Runciman 8p to 137p, both being shares with takeover possibilities.

Interest rate considerations

James Warren was suspended at 84p, up 9p.

Ahead of figures today, Marks & Spencer firmed a penny to 115p while Boots, the subject of a broker's recommendation, put on 4p to 158p.

Final figures helped Foseco Minsep to a 7p gain at 160p. Telephone Rentals were similarly lifted 10p to 100p and Anchor Chemical rose 5p to 57p after its statement. Late in the day, Thomson T-Line Caravans firmed a penny to 46p after trading news.

After hours, buildings, properties and stores all made fresh headway. In oils, both BP and Shell added a few pence more, while small buying helped gilts to rise one-sixteenth or so. Equity turnover on April 26 was £59.95m (15,604 bargains).

Active stocks yesterday, according to Exchange Telegraph, were Shell, BP, ICI, GKN new, Ladbroke, Hawker Siddley, Barclays, Burmah, Ultramar, Marks & Spencer, Boots, BAT Ltd, TBF Commercial Union, National Westminster, Unilever, Nurdin & Peacock, Tollemache and Thomson Organisation.

sel

Further Growth by Slough Estates

Asset Value up by £24.3m following valuation
HIGHLIGHTS
from the 1976 Report and Accounts

	December 31st 1976	December 31st 1975
Profit before Tax	£6,050,000	£5,301,000
Taxation	£3,328,000	£1,925,000
Group UK Rental Income	£8,834,000	£6,767,000
Group Overseas Rental Income	£4,029,000	£2,830,000
Net Equity Assets per share	113p	83p
Earnings per share (Net)	3.0p	3.65p
Dividend per share (Net)	2.028p	1.844p

Valuation The land and buildings of the Group (excluding Canadian and German holdings) were valued at 31st December 1976 and showed a net surplus over book value of £24,311,000. This sum has been credited to Capital Reserves.

United Kingdom Although the market for factories and warehouses has generally been quiet a number of new lettings were made; this coupled with reversions and rent reviews has resulted in a substantial increase in rental income.

Overseas Letting conditions have generally been difficult. Whilst Australian activities improved the Canadian construction programme was reduced in line with lower demand. The increase in rental income reflects the reduced value of sterling.

Commercial Two office developments in Brussels are now completed. The first to be finished has now been sold at a small profit. The second is in a prime location. At Sheffield some space has been let but the office area is available for letting.

Taxation The taxation charge includes deferred taxation of £1,645,000 (1975 £767,000) including a prior year provision of £162,000 compared with a credit of £449,000 in 1975.

Accounts Copies of the Annual Report are available from the Secretary.

sel

Slough Estates Ltd.

234 Bath Road, Slough SL1 4EE. Telephone: Slough 37171
Telegrams: Sloudeplum Slough. Telex: 487604



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Being a member of the Hertz No.1 Club means that you won't have to waste time while your rental form is being filled in. It is prepared in advance. Before you leave, you telephone the number below, your travel agent, or your nearest Hertz office. Give your Hertz No.1 Club membership number and your reservation details. Your car will be ready and waiting.

All you do is show your driver's licence and charge card, sign and go. So when you rent cars, rent Hertz and become a No.1 man. And why not do what almost 2 million business people around the world have done: join the Hertz No.1 Club. No introduction is needed, no membership fee. Get your application form for the Hertz No.1 Club at any Hertz counter or office. Or, when you next rent a Hertz car, ask to be enrolled automatically.

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FINANCIAL NEWS

Telephone Rentals
tops first-time £9m

By Victor Felstead

A record pre-tax profit for the twentieth year running is reported by Telephone Rentals, the Buckinghamshire-based communications and controls group.

On turnover up by 12.58 per cent to £29.49m for 1976, profits before tax rose 13.54 per cent to £9.01m. Profits are after charging heavier depreciation of £3.02m, against £2.86m, head office relocation expenses of £203,000, against nil, and included TR's share of associated profits of £336,000 (£282,000) and interest received of £403,000 (£275,000).

The total gross dividend is being raised from 7.3p to 8.04p. Earnings per share expanded from 8.82p to 11.16p. During the year, rental turnover was up from £14.25m to £16.2m and sales turnover from £11.94m to £13.29m.

Both new rental and sale

business secured for the first quarter of 1977 were at "very high levels and considerably in excess" of the first quarter of 1976. Providing no adverse economic situations arise in the remainder of the year, the board expects further steady progress will be made in 1977.

The half-year's pre-tax profit was up from £3.56m to £3.92m and its interim report last October the board told shareholders that new rental business in the first nine months of 1976 showed a satisfactory increase over the similar 1975 period. But, as expected, new sales business showed some diminution. In spite of the UK monetary and economic situation and after taking into account expenses associated with relocating headquarters to Milton Keynes last November (now shown to have cost £203,000) they expected the year's results to show an improvement over 1975.

Fraser buys buildings
adjacent to A & N store

By Richard Allen

House of Fraser has paid £2m to Amalgamated Caledonian for buildings adjacent to the site of its new Army & Navy store building in Victoria Street, London.

In the annual report Sir Hugh Fraser points out that Amcal which has been developing the Victoria Street site had been letting A&N use the premises on a temporary basis free-of-charge.

Sir Hugh added that he took no part in the board's decision to purchase the property in view of his own shareholding

in Scottish & Universal Investments through which he could have been deemed to have a direct interest in Amcal.

The report shows that Sir Hugh's beneficial interest in the ordinary capital of House of Fraser dropped last year from 983,097 to 373,097 shares. At the same time he is shown to be interested as a trustee in 2.48m shares against 2.5m at the end of January, 1976.

House of Fraser shares climbed 5p to 103p on Sir Hugh's comment that sales are better than expected six months ago and profits are on target.

Home Charm ease margin
pressure by higher sales

By Ronald Pullen

Higher sales chiefly from increased selling space are still offsetting pressure on margins at do-it-yourself retailers Home Charm. The group looks to be consolidating its lead over near rivals A. G. Stanley.

Thanks to the improving product mix towards wall-coverings, trading margins recovered slightly in the second half. The 30 per cent rise in floor space helped raise sales 47 per cent to £17.4m and pre-tax profits, after a one-off £80,000 write-off in the United States, rose 14 per cent to just over £1m. The maximum rise in the dividend to 4.99p a share gross gives a yield of 6 per cent at 83p.

Hopkinsons up

A turnaround at the J. Blakeborough subsidiary was a big factor in an 81 per cent profit leap to a record £4.3m before tax for the year to January 28 at Hopkinsons Holdings. Turnover of this maker of boiler mountings and valves rose 24 per cent to £32.9m. Earnings a share are 18.48p against 13.42p, while the dividend is up from 6.34p to 6.57p gross.

Newarthill soars

On a slight rise in turnover from £171m to £174m, Newarthill, the construction, property, investment and aircraft chartering group headed by Sir Robert McAlpine, has rebounded 186 per cent to a record pre-tax profit of £5.2m. The dividend is raised from 6.15p to 6.7p gross and earnings a share are 13.2p against 6.2p. The interim results were held down by further on the North Sea oil platforms. In February the group said that progress in the contracts for these had been made, and a recovery against losses was on the way.

BPM going well

On turnover up from £16.3m to £18.9m for the six months to January 1, BPM Holdings—formerly Birmingham Post & Mail, pushed pre-tax profits up from £400,000 to £529,000. The outlook is for a continuing slight improvement. The dividend goes up from 0.46p to 1.04p gross, while earnings a share are 6.2p against 4.7p.

De Vere Hotels

A leap in pre-tax profits from £495,000 to £1.15m has been achieved by De Vere Hotels & Restaurants for 1976. Turnover rose from £10.5m to £12.3m. Current trading is satisfactory, and profits for the current year should show a "substantial improvement".

Bumper year
as Nurdin
gives a
1-for-1 scrip

By Tony May

The substantial increase in profits forecast by Nurdin & Peacock for the year to January 1 takes the form of a 42 per cent rise to a record £4.1m. Sales went up 26 per cent to give a rise in margins from 2.14 per cent to 2.4 per cent.

The board proposes a one-for-one scrip issue, while on attributable profits of £1.98m against £1.39m, the dividend of this cash-and-carry wholesaler goes up from 4.62p to 5.08p gross. Earnings a share are 13.8p against 10.2p.

In the market, where some think that the group is a takeover prospect, the results earned the group an 11p rise in its shares to 137p, where the yield is 3.7 per cent.

The second half year brought a 44 per cent rise in profits to £3m. The board says that the improvement continues and the first quarter shows a rise of 27 per cent in sales.

The first half year will see the opening of a new branch in Nottingham, and an extension of the Isle of Wight branch.

Lilley, Gieves and Coltness
in cash calls to raise £2m

By Ashley Druker

Three cash-raising operations involving a total of about £2m were announced yesterday. By far the biggest came from civil engineering and construction group F. J. C. Lilley. With a £1.7m cash call on shareholders, it offers a total of 4.75 million shares at 36p each by means of a two-for-five rights issue.

The other two are Gieves Group, the Savile Row tailors, which is seeking just over £200,000. The group, which also has interests in publishing and car dealing, is offering a one-for-six rights at 40p a time. Coltness Group, big in industrial fastenings, plans a one-for-seven rights at 28p to raise about £190,000.

Lilley intends to recommend total dividends for the year to January 31, 1978, of 2.5p net. Treasury permission has been granted. The issue has been underwritten by Scottish Industrial Finance, Parsons & Co are the brokers.

Mr James Aitken, chairman of Lilley, says that the group's business has grown consistently over the past few years and continues to do so. Besides financing the big expansion of turnover from 1974 to 1976

(from £15m to £34m), considerable sums have been invested in buying and developing Millars Well Point International and Wilson Pipe Fittings.

Gieves also reports full-time results for the year to January 31, increased 43.7 per cent to £781,000. The proceeds are for expansion of two subsidiaries. Turnover rose from £21.7m to £24.6m and earnings a share from 8p to 11.8p. It pays a total gross dividend raised from 3.3p to 6.15p. For the year to January 31, 1978, it forecasts a total of 4.4p net, some 6.77p gross. Consent has been given.

Coltness also reports full-time results for the year to January 31, increased 43.7 per cent to £781,000. The proceeds are for expansion of two subsidiaries. Turnover rose from £21.7m to £24.6m and earnings a share from 8p to 11.8p. It pays a total gross dividend raised from 3.3p to 6.15p. For the year to January 31, 1978, it forecasts a total of 4.4p net, some 6.77p gross. Consent has been given.

Anchor Chem in major shift

By Ray Maughan

Stripping out its poorer profit earners, enjoying the stability of the end of the savage de-stocking cycle and jacking up its market shares, specialist chemical group Anchor Chemical made a strong recovery in 1976.

After 1975 when the maintained dividend took a measure of resolve in the face of losses running to £62,000, Anchor turned in pre-tax profits of

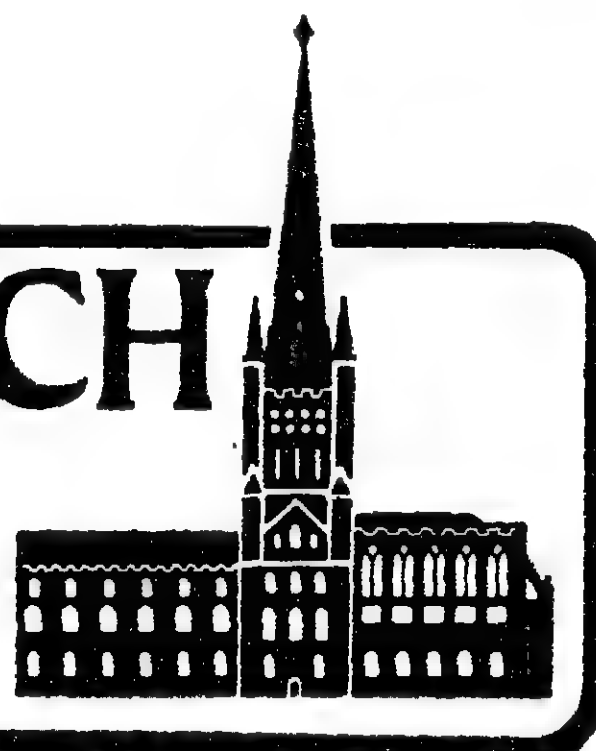
£423,000 last year.

Extraordinary items of £31,000 included compensation of £45,000 on the cessation of the Carbon Black distributorship—a high working capital consumer whose contribution had been steadily diminishing in the face of severe competition. Its closure marks a major shift in Anchor's trading emphasis.

Three years ago, some 80 per cent of profits came from distribution with the rest from

manufacturing. Lord Hewlett, chairman, believes these proportions will soon be reversed.

Spearheading this approach are the new chemical plants at Clayton. Costing £400,000 but funded on a sale and lease-back basis, they produce antioxidant additives, vital in the prevention of the degradation of rubber. The chairman says many former manufacturers have quit the industry, leaving the field open for Anchor.

NORWICH
UNION
INSURANCEExtract from the Statement and Review for 1976 by Mr Desmond E. Longe MC, DL,
Chairman of the Norwich Union Insurance Group

It is not by chance that the results achieved by the Norwich Union Group are so very satisfactory. It is the outcome of diligent and persistent hard work by all members of the staff; hard work which has continued for many years and which in 1976 has produced particularly good results. The substantial increase in Life annual premiums of £26 million to a total of £159 million and the record level of Fire Society pre-tax profits of £24 million are both outstanding achievements and I am very happy to congratulate all concerned.

In the autumn, the Labour Party Annual Conference passed a resolution supporting the nationalisation of seven large insurance companies. This represents the first shot in the battle to control the funds of the insurance companies. State monopoly of these funds would put into the hands of the ruling political party control of a major part of the economic activity of this country in a manner which would leave them answerable neither to Parliament nor to policyholders.

The Wilson Committee set up to review the working of the financial institutions has invited the insurance industry to give evidence. We welcome the opportunity that this offers for the proper presentation of the role of insurance, both as an earner of foreign currency and as a channel of personal savings.

As substantial investors we are very concerned about the greatly reduced role of the shareholder should the Bullock report be accepted and its proposals be enacted. Our policyholders should be fully aware that their representatives on Boards of companies in which their savings and pension contributions are being invested would be in the minority: a situation which could lead to a reduced emphasis on the need to make profits and the distribution of a reasonable proportion of these profits.

LIFE SOCIETY

For the Life Society 1976 was a most successful year. In the United Kingdom the national policy of wage restraint did not curtail our Pensions business to the extent expected, and we enjoyed an increase of 10%, while a 35% growth in Ordinary Business brought the overall increase up to 19%.

In 1976 we purchased over £70 million of Government stock much of it at yields exceeding 16%. We supported new issues of ordinary share capital both by sharing in the underwriting and by subscribing a total of £6 million, and through our subsidiaries Eastlease and Norwich General Trust we put £13 million into vigorous and successful companies by way of loans or the leasing of capital equipment. We are proud of our activities in the provision of office accommodation, shopping centres, factories and warehouses, much of it in partnership with Local Authorities. We fully expect the £28 million applied in that direction to prove a wise investment for our policyholders' funds. At the end of 1976 in the United

Kingdom 29% of our assets were in ordinary shares, 35% in Real Estate and 16% in Government Stocks. The balance was in other fixed interest securities or cash.

We regard our dual system of bonus distribution as a means of overcoming the limitations of reversionary bonuses in producing fairness to holders of maturing policies, when investment values are fluctuating widely. The Directors decided to increase additional bonuses in the United Kingdom but to maintain rates of reversionary bonus at last year's levels in almost every territory. One of the exceptions is France, where a further increase has been possible.

FIRE SOCIETY

One of the most significant events in the history of the Society was completed in 1976. Last year I referred to discussions taking place with Winterthur Swiss Insurance Company and Chiyoda Insurance of Japan with a view to forming a joint venture to develop an international insurance and reinsurance network. These negotiations were completed last July with the formation in the United Kingdom of Norwich Winterthur Holdings, in which the Fire Society has a 45% holding. The new company, into which we have transferred the Parcels & General and most of our overseas short-term business, excluding Europe, will have an annual premium income of some £100 million.

It is particularly gratifying that in the last year of operating with a major overseas branch organisation our pre-tax profit showed an increase of £8 million over 1975.

The Home Fire account has produced a satisfactory result, but the same cannot be said for our Home Accident account, largely because of the adverse results experienced in Household and Personal insurance. The storms in January

Norwich Union Facts and Figures

	1976	1975
Annual premium income	£159.5 m	£133.4 m
Single premium income	£24.0 m	£13.2 m
Investment income	£114.9 m	£92.4 m
Surplus distributed	£33.7 m	£27.9 m

	1976*	1975
Premium income	£139.4 m	£130.8 m
Investment income	£18.2 m	£16.7 m
Underwriting profit	£5.0 m	£1.3 m
Pre-tax profit	£24.2 m	£10.3 m

*after the transfer of business to and reinsurances with Norwich Winterthur Holdings Group

THE GIEVES
GROUP LIMITED

1 SAVILE ROW, LONDON W1X 1AF

"Increase in profits
in a difficult year"

MICHAEL KEELING, Chairman

- * TURNOVER UP 13.4%
- * PRE-TAX PROFIT UP 43.7%
- * DIVIDENDS UP 86.1%

	1977	1976
TURNOVER	£24,571,586	£21,671,386
PRE-TAX PROFIT	£780,425	£541,147
* EARNINGS PER ORDINARY SHARE	11.8p	8.0p
DIVIDENDS PER SHARE NET	4.0p	2.14p

*Unaudited for Report Year

RIGHTS ISSUE The Group is raising £209,000 by way of a one for six rights issue for the expansion of subsidiary companies' activities.

SHAREHOLDERS CONCESSION The Group intends to introduce a scheme for individual Ordinary Shareholders enabling them to get a 20% discount at any Gieves & Hawes branch. Details will accompany the Annual Reports and Accounts.

g

SUBSIDIARIES:
GIEVES & HAWES
THOMSON & CO
REEDWOOD BURN
Book manufacturing
and many other private companies



1976 caused heavy damage and the second dry summer in succession led to an unprecedented number of claims for subsidence.

The Home Motor account produced a very much improved result. In the United Kingdom we made a very useful underwriting profit following an improvement in claims costs and expenses.

Difficult conditions continue in the Marine Market, and the bulk of Aviation business is still under-priced due to overcapacity.

BANKING DIVISION

Despite the world-wide recession we can feel satisfied with the progress made by the AP Bank and the Norwich General Trust. After-tax profits of the two companies amounted to £2.0 million. Dividends paid after taking into account the imputed tax credit, resulted in a gross amount of £1.9 million being received by the Life Society.

BOARD

At the forthcoming Annual General Meeting, Vice Chairman Dr. K. A. Latter and Mr. Eric D. Mackintosh retire from the Board. Our best wishes go to them both and we thank them for the outstanding service which they have given over many years. Dr. Latter will continue as our Chief Medical Adviser and we congratulate him on his appointment as President of the International Committee for Life Assurance Medicine.

At the beginning of 1977 Mr. P. W. Sharman was elected Chairman of the Life Offices' Association, and Mr. C. H. Moore Chairman of "Thatcham", the Motor Insurance Repair Research Centre.

CONCLUSION

In conclusion I must again express my gratitude to my fellow Directors, to Mr. Sharman, our Chief General Manager, and his team of executive and staff throughout the world for their magnificent efforts and results.

This is no formal vote of thanks but deeply felt. It is the team spirit of the Norwich Union Group, together with the expertise and efficiency of individuals which makes such highly satisfactory reporting possible.

The Annual General Meeting of the Norwich Union Life Insurance Society will be held on 10th May 1977 in Norwich.

Copies of the Directors' Report and Group Accounts and the Chairman's full Statement may be obtained from the Norwich Union Insurance Group, P.O. Box 43, Norwich NR1 3TA.

océ

Océ-Van der Grinten N.V.,
Venlo (Holland)6½% Convertible Subordinated
Debentures due 1984

Due to the decision to issue to holders of ordinary shares in the above mentioned company one new ordinary share at a price of Dfl. 142.50 for every five outstanding shares, the new conversion-price for the above mentioned convertible debentures will be

Dfl. 213.-

as from April 14th, 1977.

The Trustee:

Nederlandsche Trust-Matschappij B.V.

Amsterdam, April 14th, 1977
N.Z. Voorburgwal 326-328

GARDNER

Manufacturers and marketers of diesel engines and ancillary equipment

HIGHLIGHTS 1976

- * Profit before tax £1,635,000, a record for the Company and double that for last year. Dividend maximum permitted.
- * Plans are well ahead for extending and expanding our capital expenditure programme.
- * In 1976 we made and sold 4,500 engines—in 1977 we plan to make and sell over 5,000.

CHAIRMAN'S ADDITIONAL REMARKS

At the Annual General Meeting held on the 27th April, 1977, the Chairman, Mr. Clayton Flint, announced that the unaudited management accounts for the first quarter of the current year indicate a substantially higher annual rate of profit than that earned in the second half of 1976.

L. GARDNER & SONS LTD.

COMPANY MEETING

CO-OPERATIVE INSURANCE SOCIETY LIMITED

INCREASED BONUSES TO C-I-S POLICYHOLDERS

At the 109th Annual General Meeting of the Co-operative Insurance Society Limited held in Manchester on April 27, 1977, Mr H. A. Toogood, Chairman, reported:

"I began my report last year by referring to the encouraging signs of widespread support for firm action to bring inflation under control. The past year, however, has been a more difficult period for this country than had been expected. The fall in external value of sterling led to a reversal of the downward trend in the rate of inflation, and although there seem to be good prospects that if counter-inflation policies are maintained the rate will again start to fall later this year, the immediate outlook is that inflation will continue at around the present very high level for some months to come.

I am happy to be able to report that the CIS has had a generally successful year in spite of these difficult circumstances. Our premium income has shown an encouraging increase, and we have been able to declare increased bonus rates on our life assurance policies and strengthen the free reserves which support our non-life business. The Society's success is based on the hard work of all the staff and I am glad to take this opportunity to thank them for their strenuous efforts during the past year.

Control of Investments
The main political events affecting insurance during the year were the acceptance by the Labour Party Conference of proposals to nationalise a section of the insurance industry, and the subsequent setting up by the Government of the Wilson Committee.

The principal argument put forward for nationalising the whole or part of the insurance industry is that it would achieve a greater use of investment capital for purposes considered socially desirable. Let me make it clear that we have every sympathy with the view that projects which are genuinely necessary in the interests of the community should not be starved of investment capital. However, if those projects are not to be financed through the normal capital-raising machinery they must necessarily involve a greater risk of loss of capital or a poorer income than other investments available. It follows that to take the funds of insurance companies for such projects would penalise those who save through life assurance by comparison with those who save through other means.

Those who save through life assurance come mainly from the lower income groups. The great bulk of the funds of the Society are the savings of our life assurance policyholders—the life savings of millions of individual people—and in investing their funds we act as trustees for these millions of individual savers and invest the funds solely in their interests. Life assurance and pension funds are virtually the only methods of long term saving used by the less wealthy sections of the community. The wealthy and financially more sophisticated are able to use other methods which are often designed to obtain tax advantages. Short of adopting a virtually totalitarian economy it would be impossible to make these sources of investment capital subject to the same control that could be imposed on insurance funds. Hence the kinds of investment considered less socially desirable (although often more profitable) would still attract funds from these sources and, on the other hand, the disinvestment of insurance funds to investments for which capital cannot be found in the normal way would fall predominantly on the lower income groups.

If the Government of the day wishes to ensure that finance is provided for projects which it considers to be socially desirable, but which cannot attract capital in the open market because of lack of profit prospects and risk of capital losses, then there are already many methods the Government can employ—direct investment of Government funds, Government guarantees and subsidies, and special taxation reliefs. These methods enable any financial burden to be borne by the community as a whole and are consequently much fairer and more in accord with Labour and Co-operative principles, than the adoption of a method that would place any burden on those who save through life assurance and thus on the lower income groups.

Insurance Legislation
The first levy under the Policyholders' Protection Act a levy of £1.6 million—was made during the year and despite the requirements of the Act the Policyholders' Protection Board has not been prepared to disclose fully the purposes for which this levy was required. There could hardly be an Act of Parliament more inappropriately named than the Policyholders' Protection Act. It gives no protection whatever to policyholders in sound insurance companies such as the CIS but merely appropriates part of

their savings from time to time; nor does it give adequate protection to those policyholders in insurance companies which are so badly managed as to fail. It would be better for the Government to take effective steps to prohibit the practices which inevitably lead to such failures.

The spate of delegated legislation under the Insurance Acts has continued unabated during the year, with requirements for ever more elaborate returns. Such elaboration is unnecessary in the case of soundly-managed insurance companies with adequate capital or a sufficient volume of with-profit business, and wasteful because it imposes very considerable expense which has to be borne by policyholders and tax payers. If a badly-managed insurance company without adequate capital or with-profit business issues a substantial volume of business at premium rates that are too low, or mismanages a substantial proportion of its investments, then sooner or later that company will inevitably fail, and no elaboration of the returns can possibly prevent this.

Investments

During 1976 the movements of interest rates and stock prices, and the deterioration that took place in the value of sterling and its effects on the economy and on the Government's economic policies. The weakness of sterling, which began to manifest itself early in the year, reached an alarming scale in the autumn, forcing the Government to seek the support of the International Monetary Fund, to raise interest rates to extremely high levels and to introduce other deflationary measures. At their lowest, late in October, ordinary share prices were more than 30 per cent below the peak they had reached early in the year. The prices of fixed interest securities were also depressed and interest rates on long-dated British Government stocks were over 16 per cent as compared with 14 per cent earlier in the year. The actions taken by the Government, coupled with subsequent international arrangements to reduce sterling's vulnerability, were fortunately sufficient to restore stability to the value of the currency, and stock exchange prices recovered strongly. By the end of the year only a little below their levels at the beginning.

The property investment market was more active than it had been in the previous year and the interest yields obtainable on the better types of investment fell during the year. Property development activity, however, continued to be inhibited both by the depressed condition of the national economy and uncertainty arising from the complexities of the recent legislation affecting land and taxation, which is embodied in the Community Land Act and the Development Land Tax Act.

Because of the doubts about the future that persisted for much of the year we adopted a cautious approach to the investment of the Society's funds, allowing the amounts on short term deposits to increase until near the end of the year. As you will see from the balance sheet relating to the C.I.S. alone, a little over half the amount available for investment in the long term fund was applied, in roughly equal amounts, to ordinary shares and property, the remainder being devoted to fixed interest investments. The major part of the acquisitions of ordinary shares in the first half of the year was by way of taking up rights issues, and share prices fell later in the year and the flow of rights issues diminished and eventually ceased—there was an increased amount of purchases in the market. The property investment consisted, in the main, of the purchase of shares in progress that were started in previous years, but there were also some purchases of further interests in properties already owned by the Society.

The balance sheet relating to the Society together with the relevant note to the accounts in terms of sterling value, in the overseas currency loans to the Society to finance portfolio investment overseas. This increase arose almost wholly from the effect of the big fall during the year in the value of sterling and there was, of course, an increase of corresponding proportions in the sterling value of the investments acquired by means of the loans.

In the general fund, most of the new money was invested in British Government and other fixed-interest securities, but there were some additions to the ordinary share and property portfolios held in this fund.

The investment income in each fund was substantially higher than in 1975. In the long term fund the increase derived mainly from large rises in ordinary share dividends and income from property. The increase in the general fund reflected the larger size of the fixed-interest portfolio in 1976 and the generally higher levels of interest rates.

After allowing for the increase in the size of the Society's

ordinary share portfolios, the rise in the ordinary share dividends received during the year was well in excess of the limit of 10 per cent stipulated in the terms of the increase that applies to the increase that companies are permitted to make in their dividend distributions. The reason is that there are several sets of circumstances in which there are exceptions to the rule, and many companies have thereby been able to make much larger percentage increases. For other companies a 10 per cent increase has tended to become a norm and most of them that have not made use of the exceptions have felt constrained to declare an increase of that size even though, had the limit not been in existence, they might have made a smaller increase, or not increased their dividend at all. In this situation it is doubtful whether it is worth retaining a rule which is distorting the pattern of dividend distributions whilst having probably little effect on the total increase in company dividends.

The differences between the Society's balance sheet and the consolidated balance sheet arise largely from the incorporation in the latter of the accounts of The Oldham Estate Company Limited. The principal difference is in the value of investments in land and property, which is much larger in the consolidated balance sheet because of the inclusion of the whole of the amount of Oldham's property assets as stated in that company's accounts. In considering the figure in the consolidated balance sheet it is, of course, necessary to have regard to the interest in Oldham of that company's other shareholders, the amount of which is shown separately in the final item in the consolidated balance sheet.

Rochdale Insurance Company
During 1976 the Society disposed of its entire interest in Rochdale Insurance Company, which was a wholly-owned subsidiary of the Society, registered in the United States and conducting reinsurance business there. The Society established the company in 1955 as part of the arrangements that were developed after the last war for the exchange of reinsurance between co-operative insurance societies throughout the world. Rochdale served a valuable purpose in this context for a number of years, but with the growth into substantial organizations of the insurance societies that it served, its original objectives were achieved. The proportion of its business arising from co-operative sources had become quite small and we therefore took an opportunity that presented itself last year to sell our shareholding on a satisfactory basis.

Life Assurance
The year 1976 witnessed a notable landmark in our life assurance business with total premium income exceeding £100 million for the first time. The annual premium income on new policies was £19.2 million, securing new sums assured (including the capital value of income benefits) of £74 million and new annuities of £0.5 million per annum. The life assurance figures represent a new record for the Society.

The surplus on our life business has again shown a substantial increase and I am pleased to announce, therefore, increases in our rates of reversionary bonus. In the Ordinary Section the rate of reversionary bonus has been increased from 3.60 per cent to 4.00 per cent for assurances and from 5.75 per cent to 7.00 per cent for pension annuities and retirement benefits. In the Industrial Section the rate of reversionary bonus has been increased from 2.30 per cent to 2.50 per cent.

CIS terminal bonuses do not depend directly on the level of the market value of the shares at which sales and purchase take place, but reflect primarily the increase in the net asset values of the numerous companies and properties in which we invest. These values again increased during 1976 and consequently we have been able to make further significant improvements in our rates of terminal bonus. In the Ordinary Section the terminal bonus varies from 0.5 per cent of the participating sum assured for assurance policies with four complete years' premiums due and paid to 79.0 per cent for policies with 47 or more complete years' premiums due and paid. In the Industrial Section the terminal bonus under the main tables varies from 0.4 per cent to 62.0 per cent.

Motor Insurance
The results shown in the accounts for our non-life business (excluding marine, aviation and transport) are affected by a change in accounting practice, in that at the end of 1976 we have made specific provision for the estimated expenses associated with the settlement of the outstanding claims, including claims incurred but not reported. In the motor account this provision amounted to £1.4 million; in the other accounts the provisions required were much smaller. After making this new specific provision, the motor

account shows an underwriting profit of £1.6 million. The 1975 underwriting profit was £0.5 million. The improvement in the underwriting result, despite a somewhat higher claim frequency than in 1975, can be attributed to the fall in the rate of inflation between 1975 and 1976. There was a marked deterioration in the claims experience for motor cycles, with a much higher frequency of claims and a more pronounced escalation of claim costs than that for private cars. We have therefore had to increase our premium rates for motor cycles quite sharply, although the rate of increase in our premiums as from 1st April, 1977, averaged over all classes of vehicle, is well below the current rate of inflation. The premium income rose from £26.8 million in 1975 to £43.0 million in 1976, a rise of £16.2 million compared with the rise of £5.5 million reported last year.

Property Insurance
The premium income increased from £21.7 million in 1975 to £26.7 million in 1976, a rise of £5.0 million compared with the rise of £3.1 million reported last year.

The year began with the worst storms and floods for many years, resulting in claims from 45,000 policyholders whose property had been damaged. The total cost of those claims was £2.3 million. The exceptionally dry summer led to a big increase in the number of claims for subsidence, especially in the South of England. The outcome is that the property account shows an underwriting loss of £0.5 million, compared with a profit of £1.2 million in 1975.

In November we introduced new arrangements to encourage the holders of our domestic combined policies to increase their sums insured and make sure that their insurance protection is fully adequate. We are inviting renewal on the basis of increasing the sum insured, except in the case of policies on which the sum insured has been increased fairly recently. At the same time we are stressing that the responsibility for seeing that the sum insured is adequate rests with the policyholder, and our arrangements make it easy for him to revise the suggested sum insured upwards or downwards when he has made his own assessment of the sum required. On policies covering buildings, the sum insured is being linked to an index so as to make a reasonable allowance for any rise in building costs between the date on which the policy is taken out or renewed and the date on which a loss occurs, and for a further period of 12 months after that.

Other Classes of Non-Life Business

The premium income from the remaining classes of non-life business increased from £7.3 million to £9.4 million. The underwriting loss was again about £0.2 million, despite a small profit on the liability account.

Reserves
We have increased the general reserve, which at the end of 1975 stood at £24.15 million, by transferring £2.2 million from the long-term business fund and £4.25 million from the profit and loss account. The general reserve therefore stands at £30.6 million and the total free reserves have increased from 39 per cent to 41 per cent of general business premium income.

Board and Management Changes

During the year Mr. L. A. Harrison retired from the Board of directors. Mr. Harrison, who joined the Board in 1973, was an outstanding servant of the Co-operative Movement. In addition to being Chief Executive Officer of the Greater Nottingham Society, he has been Chairman of the C.W.S., a director of the Co-operative Bank, a member of the Central Executive Committee of the Co-operative Union and a member of the Central Committee of the International Co-operative Alliance. We have been fortunate to have him as a member of the Board and we thank him for his services to the Society.

In replacement Mr. P. J. Paxton has been appointed a director and he will, I am sure, contribute a great deal to the C.I.S. We extend him a warm welcome to the Board. We are also fortunate that Mr. Harrison's successor as Chairman of the C.W.S., Mr. W. H. Farrow, is already a member of the Board, and we congratulate him and wish him every success in his new appointment.

Mr. J. E. Dunkerley, Assistant General Manager, will retire in June, 1977. He joined the Society in 1929, most of his early career being in Industrial life department, of which he became Superintendent in 1956 and Controller in 1962. In 1963 he became Manager (Administration) and three years later was appointed Assistant General Manager. He will thus have completed eleven years in this position where he has rendered great service to the Society. He will take with him our warmest good wishes for a happy retirement. He will be succeeded by Mr. A. H. Liddle, at present Manager (Administration). The report and accounts were adopted.

FINANCIAL NEWS

Norwich Union chief predicts 'chaos' over State pensions

By John Brennan

Some elements of the Labour Party "persist in their determination to ignore the basic truth that the country's prosperity depends upon encouragement being given to people as individuals to contribute to the efforts of industry and commerce, primarily in the private sector, which creates the wealth for the politicians to spend". So thunders Mr Desmond Longe in his chairman's statement with Norwich Union Insurance Group's 1976 accounts.

Predicting chaos before the end of the year among employers grappling with the introduction of the State's pension scheme, and detailing his reasons for describing the Report of the Bullock Committee as "another time-consuming irrelevance", Mr Longe takes full advantage of the chairman's statement as a

platform for his views. He gives a warning that the Labour Party's professed views on nationalization "represent the first shot in a battle to control the funds of the insurance companies".

Without the dubious benefits of Government control, Norwich Union increased its bonus distribution to life policyholders to a record £37m and achieved a £24m pre-tax profit on its non-life business despite subsidence claims of £2.5m. Consolidated funds of the life side topped the £1,000m mark at £1,114.1m with annual life premiums up by £26m to £159m. Investments of £30m in property last year plus a relatively conservative revaluation of the group's portfolio, marked Norwich's total property holdings up to £481m, around a third of its total assets and putting it comfortably amongst the top five property groups in the country. Despite the property



Mr Desmond Longe.

involvement Norwich followed the rest of the institutional market into Government Securities last year, putting £70m of its £120m of investable funds into gilts, much at rates of over 16 per cent.

Jessel T'bee edges Smith St Aubyn on gilt boom

By Adrienne Gleeson

Results from two discount houses for the year to early April, out yesterday, indicate rather different fortunes. Smith St Aubyn announced a profit of £1.35m after tax, rebate and transfer to contingencies reserve of £300,000, as well as a substantial increase in the valuation reserve. This represented only a small increase over the £1.35m announced for the preceding year, but the group is nevertheless increasing its dividend by the maximum permitted, to 6.5p per share, gross.

Jessel, Toynbee is also lifting its dividend by the maximum permitted, to 7.03p a share, but in this case the net profit announced (after providing for rebate, taxation and an unguaranteed transfer to the contingencies reserve) is up from £305,000 to £1.01m. Both companies made a loss at the interim stage, and the explanation for the discrepancy in second half performance seems to lie in the fact that Jessel, Toynbee was on the gilts bandwagon on the first three months of this year rather earlier, and with rather more exposure. Although up from £5.50m to £17.08m at the year-end, the group's holdings of gilts were down on the levels reached in February and March, following profit-taking. And reflecting a cautious approach to the current year, Jessel, Toynbee's holdings are down below the year-end total of £277m, and its maturity is continuing to decline. Jessel is also to make a 1-for-4 scrip issue.

Revlon's facelift in opening quarter

By John Brennan

Revlon, the cosmetics and health care group, reports in New York record sales, earnings and earnings a share for the first quarter to March 31.

Net sales rose 21.8 per cent to \$241.5m and pre-tax earnings increased 22.6 per cent to \$39.5m. The net increased 22.8 per cent to \$21.1m. Earnings a share were up from 58 to 70 cents. Mr M. C. Bergerac, chairman, said that the sales and earnings gains came from improvement in both the health and beauty sectors.

Bekaert takes off

Net profit of Bekaert group of Belgium, a major European

Briefly

No stopping Coral Leisure

The Board of the Coral Leisure Group is confident that the group's existing activities will give a good account of themselves in the current year, and, while some caution is appropriate, Coral's board has "every expectation" that turnover and profits in 1977 will both show a "substantial improvement" over 1976. In his annual report, Mr N. Coral, chairman, tells shareholders that all trading divisions have made a good start to the current year and without exception are returning better profits than for the same period last year.

CAPITOL-EMI

For the first nine months to March 31, Capitol Industries-EMI's net income was US \$7.71m, or 34 per share, compared with \$15.6m, compared with \$5.91m (\$1.78) and \$16.33m respectively for 1976.

VAAL REEFS

Details have been given in the annual reports of Vaal Reefs Exploration and Southval Holdings of a proposed increase in the uranium production capacity at the Vaal Reefs mine at a cost, estimated in 1976 money terms, of R60m, to be spent over the years 1977 to 1980.

DUNDONIAN

Dundonian is extending its activities into energy conservation with the establishment of a company to develop and market fuel-saving products world-wide.

PETROCON GROUP

Turnover for 15 months to Dec 31, £13.71m (\$9.54m for 12 months). Pre-tax profit, £1.5m (\$1.28m). Total gross payment, \$9.08 (\$6.03p).

Business appointments

Equity and Law Life elects two directors

Mr R. A. E. Herbert and Mr M. Kench have been elected directors of Equity and Law Life Assurance.

Mr R. C. Shaw has been appointed managing director of Premier Consolidated Oilfields. Mr R. Cox-Johnson and Mr P. J. Ellis Jones have joined the board. Mr R. J. O. Lascelles continues as an executive director. Mr Gerald Aspell, vice-chairman of the Leicester Building Society, is to become chairman on January 1 next year. In succession, Mr Basil Shawman who is retiring. The new vice-chairman will be Mr Roy Kemp.

Mr G. Van Schaik has been made deputy chairman and Mr Colin Campbell, executive vice-chairman of the Duncan, Gibby and Matheson Group, Mr A. C. M. Landsberg joins the board. Mr Barry Sutton becomes managing director of Peter Dominic and Westminster Wine. He succeeds Mr Alastair Eadie who has become joint managing director of Gibby, Vintners and Morgan Force.

Mr Leslie Pocock, deputy group controller of Royal Insurance Group, has been elected president of the Council of the Association of Certified Accountants.

Mr C. M. Glover, executive director of Lloyd's Register of Shipping, is to retire on June 30 and will be succeeded by Mr Bryan Eldred who becomes managing director of the society from July 1.

Mr Richard Cox-Johnson, managing director of The English Association of American Bond and Share Holders, has been made chairman of a new subsidiary, The English Association Investment Trading Company. Mr R. D. Chandler becomes managing director and Mr Malcolm Fordlock joins the board.

Mr C. R. T. Heaney has been appointed to the board of C. C. P. North Sea Associates. Mr Richard Pears, managing director of Warriner and Mason Holdings, is to be chairman of Nationwide Food Distributors.

Jessel, Toynbee & Co. Limited

Bill Brokers and Bankers

Preliminary Statement

The profit is stated after providing for rebate, taxation and all expenses and after transfer to reserve for contingencies.

	1976/77	1975/76
Net profit	£1,011,170	£804,521
Transfer to general reserve (1976 to inner reserves)	500,000	500,000
Ordinary dividends interim paid	73,863	73,863
final proposed	312,074	276,989
Balance carried forward on profit and loss account	551,544	426,311

The proposed final dividend is 14.7875% making a total net distribution of 18.2875% which is the maximum permitted.

There is to be a 1:4 bonus issue and the directors would have recommended that the above dividend should be paid on the capital increased in this way if they had been allowed to do so.

Inner reserves have been increased by an amount larger than that transferred from profit and loss account to general reserve and they now stand at a new record level.

	5th April, 1977	5th April, 1976
Capital and reserves	5,291,846	4,866,613
Loans and deposits, etc.	272,064,356	267,631,281
	£277,356,202	£272,297,894
Leasehold premises	16,800	50,400
Cash at bank and amounts receivable	219,938	330,280
British Government treasury bills	110,230,730	111,528,336
Commercial and other bills	75,486,241	81,884,781
Starting certificates of deposit	40,344,257	25,817,218
US dollar certificates of deposit	15,172,749	29,071,894
Loans	1,000,000	1,225,000
British Government and corporation securities, local authority bonds and other investments: Quoted	17,085,823	5,559,738
Unquoted	17,799,666	18,860,137
	£277,356,202	£272,297,894

ANCHOR CHEMICAL

RESULTS FOR THE YEAR

	1976	1975
Turnover	£9,748,000	£8,880,000
Operating Profit	474,000	24,000
Profit before Tax	423,000	(62,000)
Ordinary Dividends	96,000	82,000
Earnings per share	9.08p	(15.23p)

Recommended maximum permitted total dividend 3.69511p per share (1975-3.35919p).

Comments by the Chairman, Lord Hewlett:-

- * The Group has made a complete recovery from the setback in 1975.
- * The second half of the year has benefited from the contribution of the new chemical plants at Clayton, together with the considerable improvement in overseas earnings.
- * The outlook for 1977 is encouraging. The overseas Companies are continuing to grow while a full year's contribution from the new plants in the UK should ensure that Anchor increases its market share. 1977 should show a further improvement.

Copies of the Annual Report and Accounts will be available from the Secretary, Anchor Chemical Company Limited, Clayton Lane, Clayton, Manchester, M11 4SR.

Specialist chemical manufacturers serving the rubber, plastic and surface coating industries.

§ Forward bargains are permitted on two previous days.

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SHAM RIVER

-Managerial-Administrative-Secretarial-Personal Assistants-

All recruitment advertisements on this page are open to both male and female applicants.

**every
Wednesday
and**

IDE Motoring

Trendy Capri

on versatility

...every car manufacturer would like to produce just one model that would be all things to all drivers. Alas, no one has found the right formula, and so the product-planning game is an ongoing one.

It was in the 1960s that Ford, with the aid of some discreet market research, perceived a gap, the size of which all rivals had seriously underestimated. Its investigations disclosed the demand for a car that could combine the practicality of the four-door saloon with the flair of the two-door sports car, provided it could be achieved at a competitive price.

The result was the Mustang, which sold four people in a body that, with long bonnet and short rear deck, was in the classic style of the sports car. It took America by storm, and it rushed to bring out their own versions of what became known as the pony car.

What was good for America, particularly a conservative market, had to be good for Europe, and so was born, in 1968, the car that had been previously used on the coupe of the classic from the early 1960s. Like the Mustang, the Capri became a trend-setter, but it had a start in opening up a new section of the market, and by the beginning of 1974, 269,532 of the cars with the "hockey stick" side moulding had passed down the production line at Halewood alone (the Capri has also been made in West Germany).

The need for more luggage accommodation and a third door through which to feed it provided the main motivation for a Capri 2, and with its extra versatility available, the Capri offers an even more attractive alternative to a conventional saloon. Halewood's production of 84,521 Capri 2s is a misleadingly low figure, as last year the line was transferred to Germany to make way for increased Ford production in Liverpool (where the Capri will be returning later this year).

The all of Ford's European models, the Capri is the basis of a wide range, extending in this instance from a 1300 economy-engined car costing just under £2,500 to a luxurious appointed 3000 Gti (the subject of my recent test) which, with automatic transmission, power steering, clock, sunroof, vinyl top, push-button radio, electric rear window, wheels and tinted glass all part of the standard specification, costs a little short of £4,750 after the recent rise. In between there are L, GL and S versions and 1.6 litre and 2.0 litre engines coming to a choice of 10 basic variants.

Despite its all-round visibility to be a car (the rear wiper covers a large screen area), and the wide doors contribute to surprisingly easy entry and exit. Rear-seat accommodation behind a front seat in a midway position is also a pleasant surprise and



A luxuriously appointed 3000 Gti

the driving position is excellent behind an impressive array of instruments and controls.

Integral front-seat restraints do not impede rear-seat vision unduly and I found the fabric-upholstered interior offered me just the right amount of lumbar and lateral support. Dividing the rear-seat backrests to allow each to fold separately is an excellent idea; used as a three-seater the car has impressive luggage space.

With a lusty 138 bhp V6 engine propelling a slippery-shaped car of 2,600lb, a vigorous performance was to be expected. I could not confirm the stated maximum speed of 121 mph, but my 0-60 mph acceleration time of just under 10 seconds with automatic transmission and on a damp surface was most satisfying and made for some positive and safe overtaking on congested roads. My overall consumption of almost 21 mpg took in some hard driving, and one mainly motorway journey of 250 miles spent at or close to the legal limit gave better than 23 mpg.

Fairly light power steering tends to camouflage the car's inherent understeering characteristic during spirited cornering, while gas-filled rear dampers contribute to good ride comfort. Sharp wheel buffeting when overtaking heavy vehicles at 70 mph can push the nose out of line and for high-speed continental touring I would have appreciated the front air dam, which is listed only for the S variant. The brake servo is well chosen to give adequate feel with a light yet pressurized pedal, and braking performance was entirely satisfactory.

In the form tested the Capri 2 is a long-legged, refined and comprehensively equipped executive express, but regardless of the model variant it is the combination of its variable passenger and luggage space and its undeniably attractive shape that has ensured the continuing success of the Capri concept. I believe there would be widespread disappointment if Ford ever decided to delete such a car from its catalogue.

Economy: Smallness can be overcome

It did not need a President Carter to remind the British motorist of the desirability of conserving fuel: our petrol consumption last year was the lowest since 1968 and a drop of 18.5 per cent compared with 1973. Ever rising motoring costs should ensure a further drop this year, not because we are worried about future supplies, but because we simply cannot afford to buy any more.

At car-change time the trend has been to trade down in engine size if not to go, as in the case of the Capri, to a smaller car. The policy can be overdone, the version with the smallest engine need not prove to be the most economical. Remember, the less powerful an engine the harder it must be worked to do a given job. Five engines consistently easier time and it should

last longer, and its lower maintenance costs must be measured against its increased fuel thirst, if indeed it does use more fuel.

Some time ago I tested the 1289cc GTL version of the Renault 5, in my opinion by far the best of a range of cars with much character and charm. Had I been using the 845cc SL or the 956cc TL during that week I doubt very much if I should have surpassed the overall consumption of 41 mpg I attained, despite some quite hard driving. The reason is that the more powerful engine has enabled Renault to give the GTL higher gearing, a 3.1 instead of the 4.1:1 final drive ratio. The lower revolutions also make it a significantly more restful car to drive.

Two weeks ago a colleague took an Escort Popular Plus on a hurried cross-country journey and despite a necessarily heavy right foot was surprised to register 34 mpg, indicating about 40 mpg in more normal usage. Would the 1100cc Popular have been any more frugal, assuming the same journey time? I doubt it.

Is it not significant that Fiat's forthcoming alternative engine for the 127 range, at 1050cc, is larger than the existing 103cc engine? It should prove at least as economical, and less wearing on the gearbox. It is an open secret that a version of the Ford Fiesta with a larger engine is in the pipeline, giving a choice of three power units, so the message seems to me to be abundantly clear: if you require a car for pottering around, then the version with the smallest engine may be the best for your purpose. But if you envisage giving your car some real work to do, make sure that it has the power to do the job without undue effort. Therein lies the real secret of economy.

Ecstasy at Ascot

The largest gathering of Rolls-Royce cars ever seen is to be assembled at Ascot racetrack on Saturday, May 7, as part of a two-day historic vehicle silver jubilee tribute organized by the Rolls-Royce Enthusiasts Club and supporting organizations. The expected parade of 800 cars will include examples of every model from the 10hp car of 1904 to the latest Camargue, some of which will have travelled from as far as Australia and the United States for this occasion.

The next day their place will be taken by more than a thousand vehicles, including cars, commercial vehicles, buses, traction engines, tricycles and cycles, representing a complete spectrum of pre-war transport, but because we simply cannot afford to buy any more.

At car-change time the trend has been to trade down in engine size if not to go, as in the case of the Capri, to a smaller car. The policy can be overdone, the version with the smallest engine need not prove to be the most economical. Remember, the less powerful an engine the harder it must be worked to do a given job. Five engines consistently easier time and it should

John Blunsden

Broadcasting

Late and much-missed actor Alastair Sim is at his best in the Ealing comedy *Lure and Cry* (BBC2 8.10) about a chase after thieves, *Annan Annan* (BBC2 10.15) finds the good Lord replying to criticisms of his recent report on television, and *Omnibus* (BBC1 10.10) looks at the work of American photographer Eve Arnold and her realistic approach. Mid-week *Racing* (ITV 2.25) includes the 1,000 Guineas from Newmarket.—T.S.

BBC 1

6.40 am, Open University: *Bliss* (1), 7.05-7.55, *The Way of the World*, 10.45-11.00, *Other People's Children*, 12.35 pm, *The Mole*, 12.45-1.00, *Play School*, 1.00-1.15, *Ragtime*, 1.00-1.15, *You and Me*, 3.25-3.45, *The 60 70 Show*, 3.55-4.15, *Play School*, 4.20-4.35, *Scout*, 4.40-4.55, *Blue Peter*, 5.00-5.15, *News*, 5.25-5.40, *News*, 5.45-5.55, *News*, 5.55-6.00, *News*, 6.00-6.15, *News*, 6.15-6.30, *News*, 6.30-6.45, *News*, 6.45-6.55, *News*, 6.55-7.00, *News*, 7.00-7.15, *News*, 7.15-7.30, *News*, 7.30-7.45, *News*, 7.45-7.55, *News*, 7.55-8.00, *News*, 8.00-8.15, *News*, 8.15-8.30, *News*, 8.30-8.45, *News*, 8.45-9.00, *News*, 9.00-9.15, *News*, 9.15-9.30, *News*, 9.30-9.45, *News*, 9.45-10.00, *News*, 10.00-10.15, *News*, 10.15-10.30, *News*, 10.30-10.45, *News*, 10.45-11.00, *News*, 11.00-11.15, *News*, 11.15-11.30, *News*, 11.30-11.45, *News*, 11.45-12.00, *News*, 12.00-12.15, *News*, 12.15-12.30, *News*, 12.30-12.45, *News*, 12.45-1.00, *News*, 1.00-1.15, *News*, 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